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# THE AMERICAN NEPTUNE

A QUARTERLY JOURNAL OF MARITIME HISTORY

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# THE AMERICAN NEPTUNE

A QUARTERLY JOURNAL OF MARITIME HISTORY

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# THE AMERICAN NEPTUNE

*A Quarterly Journal* *of Maritime History*

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SEVERAL *readers have suggested that the announcement of a special topic for discussion in the pages of the* NEPTUNE *once or twice a year might stimulate research and lead to the possible publication of various uncommon and hitherto unrelated sources of information. In October* 1944 *Captain Chaplin described and reproduced, in his article on the destroyed ship models of the Trinity House, four models of eighteenth-century English light-vessels. Inspired by this publication, Mr. Nevitt offers in the present issue the lines of a light-vessel built in* 1823 *by Henry Eckford at New York for the United States government, together with the text of a contract for the construction of this and two similar vessels. The submission of early material upon this relatively unfamiliar subject, from two widely separated sources, leads the Editors to feel that an occasional topic for discussion might prove useful. Therefore, purely as an experiment, they request all readers who are in possession of unpublished or little known material concerning the construction, service or vicissitudes of light-vessels prior to* 1900 *to communicate with them at the earliest opportunity. Notes, documents, drawings or early photographs bearing upon this subject will gladly be considered for publica-*

*tion within reasonable limits of space, and a report will be made in a future issue concerning the response to this request.*

*In* 1943 *the Editors adopted the practice of publishing unsigned book reviews, feeling that this change would lead to the establishment of a general policy on the part of the* NEPTUNE *towards the impersonal appraisal of new books in the maritime field. While they propose to continue this policy, the present issue contains one notable exception. The publication of Joanna Colcord's* Sea Language Comes Ashore *obviously required adequate notice, and Commander Morison was therefore persuaded, when about to return to the Pacific, to put the book in his pocket. Within a few days there was received by air mail a somewhat dilapidated manuscript, which contained so much in addition to a genuine appreciation of Miss Colcord's book that it seemed quite as much an original contribution as a book review. Therefore, although contrary to past and future practice, the results of Commander Morison's aerial book reviewing bear his signature.*

# *Nathaniel Bowditch*

*BY HAROLD BOWDITCH*

TO astronomers and mathematicians Nathaniel Bowditch is known as the translator and annotator of LaPlace's *Mécanique Céleste* and the writer of many papers which appeared in the *Memoirs* of the American Academy of Arts and Sciences and elsewhere. To those who follow the sea his name is known as the author of the *New American Practical Navigator* (1802) which revolutionized the art of navigation. To the rest of mankind his name is scarcely known at all; yet he was a practical surveyor and cartographer, an expert on insurance, one of the first of the professional trustees, and the leader of a small group of men who saved Harvard College from financial disaster.

Born in Salem in 1773 of very poor parents, his formal education was limited to about five years. His father, Habakkuk Bowditch, was by trade a cooper, and then became a coastwise trader, sailing between Salem and the West Indies. He did not own a house in Salem, but at the time that Nathaniel, his fourth child, was born, he was living in a house which stood on the road which was later named Brown Street. At a later date the house was moved to the back of the lot and turned round, and at one time it was pretty thoroughly built over; it stands today, at No. 2 Kimball Court, as the birthplace of Nathaniel Bowditch. I was once assured by a man who saw me photographing the house that 'Nathaniel Bowditch built that house and was born in it'—surely a unique distinction.

On the nineteenth of April in 1775, when Nathaniel was two years old, Habakkuk Bowditch lost his sloop *Polly* on Anguilla Reef in the Lesser Antilles; this misfortune, other losses caused by the Revolution, and his failure to collect debts owing to him, ruined Habakkuk, and at about this time he moved his family to a tiny cottage in 'Salem Village' or Danvers, still standing, though considerably altered, on what is now Wilson Square, Peabody. Across the road from this cottage stood an old dame-school where Nathaniel received his first instruction, probably not going far beyond reading and writing, with perhaps elementary arithmetic.

When Nathaniel was about six years old, and one of six children, the family moved back into Salem, and the next year (1780) he was entered at Master Watson's school on Union Street. The story is told of his wanting to study mathematics and being told by Master Watson that he was too young; when he persisted, the master put him a problem which he felt sure was beyond his powers. The boy solved it, and the master accused him of having been helped by an older boy; when he denied this, and stuck to his denial, the master was about to whip him for lying when an elder brother saved his skin by testifying that Nathaniel was already good at mathematics and had studied at home. This injustice rankled for many years, and Nathaniel longed for some chance to get even with Master Watson, which shows at least that he put a high value on his personal integrity, though perhaps less on Christian charity—for the teacher's reaction to the statements of an unknown little boy from Danvers was no doubt based on experience with other small boys.

Habakkuk's fortunes had fallen to so low an ebb by about 1783 that Nathaniel was withdrawn from school, after only three years or so, to help his father in the cooper's shop. At some time in his career Habakkuk Bowditch became intemperate; one may surmise that it was during his misfortunes at the period of the Revolution, and this fact of course made a bad matter worse. After about two years helping his father in the shop Nathaniel was given a few months of instruction in book-keeping by Michael Walsh, and this ended his formal schooling: the dame-school until he was six, three years with John Watson, and a few months with Michael Walsh.

In or about 1785, when he was about twelve years old, Nathaniel was apprenticed to Ropes & Hodges, ship-chandlers, and when they went out of business about five years later, he continued his apprenticeship with Samuel Curwen Ward, ship-chandler and grocer. It was probably when he reached his majority, which would be March 1794, that his apprenticeship terminated.

During this term he attracted the attention of the Reverend William Bentley and the Reverend John Prince, both of whom did him many deeds of kindness and helped him on his scientific path. This was the great period of his informal, or self-education. He was given access to the Philosophical Library until he was old enough to become a member, for the books were kept in the Reverend Doctor Prince's house. They formed a notable collection, said to be the finest scientific library north of Philadelphia, a reputation largely founded on the fortunate circumstance that the library of Richard Kirwan, an Irish man of science, had been captured during the

Revolution by a Beverly privateer and added to the Philosophical Library. Through the kindness of one of his employers, John Ropes, young Bowditch was given the run of the library of his father, the late Judge Nathaniel Ropes. From all of the books Bowditch, unable to buy books for himself, made long manuscript extracts in 'commonplace books' which formed the nucleus of his own mathematical library. The Reverend Doctor Bentley secured for him, on permanent loan, a copy of Newton's *Principia*, and encouraged him to teach himself enough Latin to read the book. This he did, beginning the study of Latin on the fourth of January 1790, when he was not quite seventeen; by 1793 he had read the book, found an error in it, and had had his ears slapped down by Professor Webber of Harvard for his presumption. It was a number of years before he summoned resolution to publish the error. During his term of apprenticeship he learned to read French with a certain Francis Jordy, a German who came to Salem in April 1792. Later in his life he picked up some knowledge of Spanish and German. His method was to read the Bible in the foreign tongue, and the English Bible took the place of dictionary. His familiarity with foreign tongues, in reading rather than in speaking, opened the scientific literature of the continent to him, and proved a great advantage; for the mathematicians of England knew little and cared less about the work of the mathematicians of the continent, and the reverse was also true; but Bowditch, reading both, attained an advantageous position of general mathematical knowledge.

While still an apprentice Bowditch had picked up some knowledge of surveying. It happened that one of his employers and another man owned in common an irregular piece of land which they wished to divide, and Bowditch made the survey. The other owner was not satisfied, thinking that the young surveyor must have favored his employer, and called in a professional surveyor. Great was the joy of the young amateur when the professional man accorded to his employer more and to the other owner less than the shares which he had calculated.

The government had ordered surveys of all the towns, and Captain John Gibaut undertook the work for Salem. The Reverend Doctor Bentley interested himself in young Bowditch's behalf and got for him the post of assistant. The work began in the late summer of 1794, which must have been after the termination of Bowditch's apprenticeship, and Doctor Bentley went on a number of the trips. Captain Gibaut's health was not good and he eventually went to Gloucester, so that his survey remained incomplete. In February 1795 Doctor Bentley says in his diary 'Employed myself in providing the Plan of the Town, which has been miserably left

by the young men employed upon it,' and in August 1797, 'Mr. Gibaut & Bowditch have engaged to perfect upon a small scale the whole map of the town, & are now employed upon the business.' His interest continued, and in March 1800 he writes: 'Prepared the Topography of Salem & sent it on to Eliot of Boston in 5 sheets. It is quite in an unprepared Stage & entirely detached from the History'—a history which never appeared in print. Captain Gibaut died in Gloucester in August 1805.

In January 1795 Bowditch began the first of his five voyages. Since there has been a thoroughly confused and erroneous account published in the *Essex Institute Historical Collections*, LXX (1934), in which the writer misquotes the *Memoir* written by Bowditch's eldest son Nathaniel Ingersoll Bowditch and attributes to him the confusion which was in his own mind, it may be of interest to summarize them here.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| I | Ship | Captain | Salem | 11 Jan. 1795 | Ile de Bourbon | Captain's clerk |
| | *Henry.* | Prince. | Salem | 11 Jan. 1796 | & Ile de France | & nominal 2d mate. |
| II | Ship | Captain | Salem. | 15 Mar. 1796 | Lisbon, Madeira, | Supercargo. |
| | *Astrea.* | Prince | Salem. | 22 May 1797 | Anjer, Manila. | |
| III | Ship | Captain | Salem | 21 Aug. 1798 | Cadiz, Alicante. | Supercargo. |
| | *Astrea* | Prince | Salem | 6 Apr. 1799 | | |
| IV | Ship | Captain | Boston | 23 Jul. 1799 | Batavia, Manila. | Supercargo. |
| | *Astrea* | Prince | Salem | 15 Sep. 1800 | | |
| V | Ship | Captain | Beverly | 21 Nov. 1802 | Sumatra, Ile | Master and |
| | *Putnam* | Bowditch | Salem | 25 Dec. 1803 | de France. | Supercargo. |

There is no evidence that Bowditch was drawn to the sea by the yearning which influences most boys in seaport towns; rather, the life at sea gave him the opportunity to work on his mathematics and to put his deductions to a practical test. In fact, when he became master himself he left the navigation to his mate unless the situation called for the presence of the captain on the deck.

Edmund M. Blunt of Newburyport was a publisher of nautical books, and apparently Bowditch's reputation as a mathematician had reached him, for in 1799 he published the first American edition of John Hamilton Moore's *New Practical Navigator*, 'corrected by A Skilful Mathematician and Navigator' whose name does not appear on the title-page; in the second edition (1800—and perhaps also in the first) Nathaniel Bowditch is named in the preface as having done the work. The number of errors which Bowditch found was over eight thousand, the most serious being an error of 23′ in the declination because Moore made the mistake of reckoning the year 1800 as a leap year.

Bowditch's ability was promptly recognized by his being elected a fellow of the American Academy of Arts and Sciences in 1799, at the early age of twenty-six. In his work Nathaniel Bowditch was helped by his next-younger brother William. He was reckoned quite as able a mathematician as Nathaniel, but is unknown except through Nathaniel's acknowledgment of his aid, for he died at twenty-three, in 1799. There was also a third brother, Samuel, who exhibited unusual mathematical ability, but he also died young, aged sixteen, in 1794. Had they lived these three would have formed a striking galaxy of mathematical talent. Where this talent came from it is impossible to say, for it is shown in none of the ancestors of this group of brothers.

Two editions of Moore's book, corrected by Bowditch, having appeared, and so much new material having been added, it seemed right to bring out the next under Bowditch's name, and in 1802 appeared the first edition of the *New American Practical Navigator* by Nathaniel Bowditch. Before publication it was submitted to the East India Marine Society of Salem, and their commendatory report is printed following the title-page. The publisher says 'that he was preparing to bring out a third edition of Moore's work, but that he was 'induced to relinquish Moore's treatise for the present more correct and perfect work, furnished by Mr. Bowditch.' The book had instant recognition, and Harvard College bestowed on the young author the honorary degree of Master of Arts on the next Commencement Day, 25 August 1802. An interesting story is told in connection with this event. It appears that Bowditch was on shipboard in Boston on that day, and windbound. For what purpose is not known; he had returned from his fourth voyage in September 1800, and did not start on his fifth until November 1802; possibly he was taking a coastwise trip in order to try out his new book under actual sailing conditions. Being windbound, and knowing nobody in Boston, it occurred to him to go to Cambridge to see the commencement exercises. He had had no notification that he was to receive a degree, and as the exercises were conducted in Latin he thought that he might have been mistaken until someone congratulated him on his new honor. It gave him deep gratification and probably went far toward interesting him in the welfare of the college in later days.

The Marquis de LaPlace's *Mécanique Céleste* was now the latest work on astronomy; the first volume appeared in 1800, and Bowditch got a copy of it from France soon after his return from his fourth voyage, in September 1800. It occurred to Bowditch to translate it for the benefit of English-speaking astronomers; as there were very few who could read and under-

stand it, this would be purely a labor of love. He took the book with him on his fifth voyage, and on the first of November 1803, while still at sea, he wrote his first note on it. In addition to making a translation he added copious notes, so that in the end his work was double the size of the original. This undertaking must have become almost an obsession with him; he declined pecuniary help because he did not wish to have anyone say that he had been responsible for making publication possible; he even declined the offer of the American Academy to bring it out, and yet he was not in a position to do so himself. It was not until 1814 that Bowditch began the translation; but it was not until a number of years later, when he had a better salary, that he could afford to publish his translation, and from then on it went on steadily until by the time of his death in 1838 he had translated the four volumes of the great work. The fifth volume, which came out a number of years after the fourth, has not been translated.

Bowditch's return from his fifth and last voyage, on Christmas Day 1803, has been considerably dramatized. Nathaniel I. Bowditch, in the *Memoir* of his father (1839) says:

> In his last voyage, Dr. Bowditch arrived off the coast in mid-winter, and in the height of a violent north-east snow-storm. He had been unable to get an observation for a day or two, and felt very anxious and uneasy at the dangerous situation of the vessel. At the close of the afternoon of December 25, he came on deck, and took the whole management of the ship into his own hands. Feeling very confident where the vessel was, he kept his eyes directed towards the light on Baker's Island, at the entrance of Salem harbor. Fortunately, in the interval between two gusts of wind, the fall of snow became less dense than before, and he thus obtained a glimpse of the light of which he was in search. It was seen by but one other person, and in the next instant all was again impenetrable darkness. Confirmed, however, in his previous convictions, he now kept on the same course, entered the harbor, and finally anchored in safety. He immediately went on shore, and the owners were very much alarmed at his sudden appearance, on such a tempestuous night, and at first could hardly be persuaded that he had not been wrecked.

In a footnote he adds:

> Upon this occasion, he had given his orders with the same decision and preciseness as if he saw all the objects around, and thus inspired the sailors with the confidence which he felt himself. One of them, who was twenty years older than his captain, exclaimed, 'Our old man goes ahead as if it was noon-day.'

A good deal has been made of this dramatic episode by various writers (including myself). Let us examine Bowditch's own journal of this voyage, preserved at the Peabody Museum in Salem. The journal is as usual

written across both pages of the book; here I shall copy what is written about the last five days in two columns, one following the other.

| 1803 | | | *Latitude* | | *Longitude* | | |
|---|---|---|---|---|---|---|---|
| | *Courses* | *Dist.* | *Acc.* | *Obs.* | *Acc.* | *Obs.* | *Winds* |
| *Dec.* | | | *North* | *North* | *West* | *West* | |
| 20 | S b E | 16 | 42.29 | 42.20 | 65.31 | | NW b W |
| 21 | SW | 22 | 42.8 | 41.25 | 65.51 | | NW light & variable |
| 22 | N81W | 27 | 41.49 | 41.52 | 65.59 | | NE to NW |
| 23 | N38W | 23 | 42.10 | 42.7* | 65.58 | | NW to N. WSW. W b N. |
| 24 | W18N | 89 | 42.38 | 42.35# | 67.53 | | W. SE. ESE. W. |
| 25 | | | | | | | NE. |

* single alt. of sun.
\# double alt.

20 Begin with brisk breeze; passing clouds. A 8 P. M. quite moderate. At midnight hard gale sprung up from W. Heavy sea, snow, hail &c.

21 A 8 A. M saw a tide rip, sounded, had 20 fath. decreased from that to 15 & 10, wore ship. Found we had been drifted near the shoal of George's.

22 Weather and winds as on the two preced' days.

23 Sounding on George's 25 fath. sand. At the same time spoke the Brig Albion Packet John Dogget who told us Cape Ann was 80 leag. dis.

24 Begins gentle breeze & pleas. Middle brisk breeze, thick rainy weather. Latter part moderate to foggy.

25 All this day very foggy, at 4 P. M cleared up a little (running . . . in the Lat. of Baker's Island) Saw Eastern Point of Cape Ann: at 7 P. M. came to anchor in Salem.

The dotted line in the parenthesis represents a word illegible to me.

I am no sailor; but my interpretation is that on the twenty-third, with a westerly wind, he was off George's Shoal beating in and got his position by one observation and by speaking another vessel; on the twenty-fourth the wind was variable and light, and he got two observations; then the weather broke, with higher wind and rain, later becoming foggy. On the twenty-fifth the wind was northeast with continuing fog but no mention of snow, and Eastern Point was seen during the afternoon. Until 1831 there was no lighthouse on Eastern Point, but there was a beacon; presumably what is meant is such a beacon—a large ball erected on a mast—as was on Baker's Island from 1791 to 1798 when the light-house was built there. Having sighted Eastern Point he would know where to find Baker's Island and Salem harbor. To do this in a fog is no mean feat in itself, one may suppose; but how did it become so exaggerated in the account in the *Memoir*? The clue probably lies in the footnote; apparently Nathaniel I. Bowditch got the account from the sailor whose words are quoted; he remembered the snow-storm of the twentieth, and confused it, thirty-five

years later at the age of eighty-five, with the foggy night of the twenty-fifth. The incident[1] shows, at least, that Bowditch was himself a practical navigator under difficult conditions.

Shortly after the above return from Sumatra, Bowditch was elected president of the Essex Fire and Marine Insurance Company, a position which he held until his removal to Boston in 1823. During the War of 1812 he was responsible for the bulletins of marine news which were posted at the offices of the Insurance Company.

During the summer of 1804 Bowditch again turned his attention to surveying Salem harbor, and in this year he visited the White Mountains with a party which included the Reverend Manasseh Cutler and Professor W. D. Peck of Harvard, and computed the height of Mount Washington. Captain Gibaut had retired to Gloucester (where he died the next year) and Bowditch borrowed the papers from Doctor Bentley, and then made his own survey. He had given up the idea of a detailed plan of the town of Salem and confined his attention to the harbors of Salem, Marblehead, Beverly and Manchester. In the summer of 1805 it may be presumed that he continued the survey, as he did in the summer of 1806; his chart, copyrighted 27 June 1806, was published in September of that year. Doctor Bentley, in his diary, has a good deal to say about it, and does not hesitate to accuse Bowditch of plagiarizing Gibaut's work. In the booklet which accompanied the chart Bowditch gives full credit to Gibaut, and explains that his survey was independent and made with superior instruments and under more favorable conditions. Bentley's attitude towards his erstwhile pupil was founded on a number of factors. In the first place, Bowditch was a Federalist and Bentley a Republican, and in those days politics ran high. In the second, Bowditch moved to another part of the town at just that time, left Bentley's church, and joined the First Church under Doctor Prince, who had been, along with Bentley, his early benefactor. This change Bentley chose to attribute to politics; perhaps it was, in part, for Bentley's sermons may well have had a political bias which was distasteful to Bowditch. Thirdly, and I think most important of all, was Bentley's neglect by Harvard College. His was an outstanding intellect; his knowledge of many subjects—science, literature, languages—was broad and deep; he was a Harvard graduate who had made a name for himself, and certainly he if anyone should have had an honorary degree from his alma mater. Harvard, however, was Federalist in politics; it was quick to recognize Bowditch's ability, but totally ignored Bentley who

[1] It is also possible that a destructive north-easter which visited Salem in October 1804 added to the confusion and the tale.

had at one time been Bowditch's teacher. Hence, no doubt, the slurs on Bowditch's ability and reputation which are to be found in the diary. A complete rupture between the two old friends existed for many years, but it was finally healed by Bowditch who took to Bentley's residence a man who wanted an introduction to him. By the irony of fate it fell to Bowditch to announce to Bentley that Harvard College had at last granted him an honorary degree in 1819. Bentley records that 'Dr. B. said, prepare to die, for Degrees are usually forerunners as they are given to the Aged when their course is finished. Alluding to the degrees given to persons advanced in life.' Doctor Bentley was then sixty years old, Bowditch forty-six. Four months later Doctor Bentley dropped dead, and Bowditch must have remembered his ill-timed pleasantry with some discomfort.

Apparently Bowditch's chart is as good today as it was one hundred and thirty years ago, for James Walter Goldthwait, professor of Geology at Dartmouth College, checked a number of Bowditch's figures in 1935 and found that they tallied exactly.

In 1806 Bowditch declined an appointment to a professorship at Harvard. His reasons may have been partly an unwillingness to leave Salem; but it is known that he was so diffident about speaking in public that he would not even give the toasts at a society meeting. Similiar offers from the University in Charlottesville (later the University of Virginia) in 1818 and from the Public Military School at West Point in 1820 were likewise declined. And yet he was a good teacher; he had the gift of simplification so that he could make an abstruse subject clear to those who were ignorant of it. This is shown by the fact that he taught navigation to so many sailors on his five voyages that it was said that the statement that 'I have sailed with Bowditch' would get a man an officer's berth. About to start on his fourth voyage he wrote to his future wife from Boston, 22 July 1799:

> It was with the greatest difficulty we obtained our complement of men, & a curious set of them we have, on the list are Tinkers, Tailors, Barbers, Country schoolmasters, one old Greenwich Pensioner, a few negroes, mullatoes, Spaniards &c &c &c but they will do well enough when properly disciplined.

It is clear that the men who 'sailed with Bowditch' were not in the first instance picked crews.

Bowditch's connection with Harvard College began in 1810 when he was elected an Overseer; this office he resigned in 1826 when he was elected to the Corporation. In 1816 the college made him an honorary Doctor of Laws. His services to the college will be spoken of presently in their proper chronological order.

In 1817 Mrs. Eliza Wetmore (later Mrs. Daniel Appleton White) and her brothers Samuel and Joseph Orne established the Orne Fund in memory of their deceased brother Charles Henry Orne, for the support of the ministers of the First Church in Salem, and the following trustees were appointed: Jonathan Hodges, Nathaniel Bowditch and George Cleveland. This is said to mark the beginning of professional trusteeship. Before that time men who had money in trust merely added it to what they had from other sources, and if financial disaster overtook them the money in trust shared the common fate of their funds. Jonathan Hodges had been Bowditch's first employer; he was a merchant, and treasurer of the town of Salem. His niece was Nathaniel Bowditch's second wife, and she was a warm friend of Mrs. Wetmore who was 'Aunt Wetmore' to the Bowditch children. Nathaniel Bowditch was the president of the Essex Fire and Marine Insurance Company in Salem. George Cleveland was the president of the Salem Commercial Insurance Company and the son-in-law of Jonathan Hodges. It sounds like a close corporation with Hodges as the point of focus. Perhaps Bowditch's experience as supercargo gave rise to the idea that each trust should be kept rigidly independent of every other —a set of water-tight compartments as it were—so that a loss or a gain in one could not affect another. At all events, this must have been how supercargoes managed their finances, for on any voyage a considerable part of the cargo was made up of independent 'adventures' entrusted to the supercargo to dispose of at the best advantage. Bowditch's own first adventure was a box of shoes which he sold in Ile de France; a later one was compasses which found a ready market in Manila. In the hands of able and honest men of business a trust fund would prosper, and such has been the history of the Orne Fund.

As early as 1818 Bowditch was offered the presidency of an insurance company in Boston, but declined, on the ground of his unwillingness to leave the town of his birth. Later he was asked to become the actuary of the Massachusetts Hospital Life Insurance Company and the president of the Commercial Insurance Company (Fire and Marine), both in Boston, and for a long time declined again. The amount of his proposed salary was raised again and again, and finally he saw that his acceptance would mean that by careful management he would be in a position to publish the translation of the *Mécanique Céleste* on which he had been engaged since 1814. On 31 January 1823 he accepted both offices and prepared to move to Boston. In April he visited New York and Philadelphia, presumably to study the methods followed there; in July he sold his house in Salem; in August he resigned the presidency of the Essex Fire and Marine Insur-

ance Company, was tendered a complimentary dinner (he made the condition that he would not be called upon to speak), and shortly thereafter he moved his family to Boston. His management developed the small, new company into one of the largest in the country of its time.

In June 1826 Bowditch was elected to the Corporation of Harvard College and it was not long before he made his influence felt. The president of the college, John Thornton Kirkland, was a cultivated scholar, kindly, paternal, popular and beloved; but his business habits were so slack that the members of the Corporation found retrenchment imperatively necessary. When these were voted, President Kirkland agreed, and then blandly ignored them or engendered opposition from the faculty. It is clear that he and Bowditch had diametrically opposite natures, and after some blunt criticism on Bowditch's part the president suddenly and unexpectedly resigned. Bowditch himself has recorded that Mrs. Kirkland[2] was responsible for spreading the false report that Bowditch had publicly insulted the president at a meeting of the Corporation, and Cambridge and Boston seethed with indignation. The president resigned, with a grant from the college which paid his indebtedness but left him no pension (his wife was well off); the treasurer and steward resigned; Ebenezer Francis, an exceptionally able business man, was induced to take the treasurership for a limited time and made the sole condition that he should receive no salary. Teaching hours were lengthened; certain teachers were eliminated; salaries were reduced; scholarships were lessened; and term bills were collected when due. The whole financial structure was reorganized, and the college, which had been drifting on a lee shore, found itself in the hands of a practical navigator who knew how to handle the ropes—at the temporary cost of his popularity but the enduring gain of the community.

In person Bowditch was small and his health was always poor. As a child he suffered from malnutrition, and at the age of thirty-five he developed what was no doubt pulmonary tuberculosis. His cure was a buggy-ride which lasted all summer, circumnavigating the state of Massachusetts, with dips into Rhode Island, Connecticut, New York and New Hampshire to see interesting people. It proved effective. In middle life he fell unconscious and was carried home, and guarded himself from future attacks by regular exercise of the most methodical sort. Temperamentally

[2] Morison speaks of Mrs. Kirkland as a 'strong-minded Cabot' but she was more than that. Her parents were George Cabot and Elizabeth Higginson. George Cabot was the son of Joseph Cabot and Elizabeth Higginson; Mrs. George Cabot was the daughter of Hester Cabot and John Higginson. Joseph Cabot and Hester Cabot were brother and sister; John Higginson and Elizabeth Higginson the elder were also brother and sister. George Cabot and his wife were thus double first cousins and Mrs. Kirkland was their daughter. In equine circles it amounts just about to a double Hambletonian-Wilkes cross.

he was active and nervous, quick to reprove when he thought that there was need, equally quick to apologize if he found that he had been over-hasty; absolutely honest in thought and deed and expecting the same in others. Samuel Eliot Morison[3] has described him as 'a self-made man, who had suffered privation in youth, deprived of a classical or a college education, but a keen scientist and acute business man, fearless, tactless, and inflexible.'

[3] *Three Centuries of Harvard* (Cambridge: Harvard University Press, 1935), p. 220.

# *'Letters Taken in Prizes,' 1778-1780*

BY WILLIAM D. HOYT, JR.

THERE are numerous references in history and fiction to the habit practiced by vessels at sea of throwing overboard bags of mail when enemy pursuit was close and capture seemed certain. That this effort to prevent letters and dispatches from falling into hostile hands was not always carried out is evidenced by a packet of papers which belonged to the late Albert Gallatin Green, of Reading, Pennsylvania, and which have been presented to the Maryland Historical Society, Baltimore. The bundle, labelled 'Letters taken in Prizes,' includes epistles dealing with business, official, and personal matters. It is apparent that the papers were found on several ships—perhaps five—captured by American letters of marque or privateers.

The letters concerning business affairs touch on two branches of British commercial activity: trade with the American ports held by British troops during the Revolution, and trade with the islands of the West Indies. The earliest in chronological precedence is a communication from one John M'Clintock, of Londonderry, Ireland, to Robert Alcorn, on board the ship *Elizabeth*, ready to sail for America. M'Clintock sends Alcorn an assortment of goods, including six gowns of various colors of poplin (pink and blue, garnet and white, orange and yellow, bloom and yellow, and plain yellow),[1] and three dozen plain and fringed handkerchiefs, hoping they will turn out a profit. A month later, James Smith lists some articles sold for Alcorn's account—more poplins (pink and blue, and red and white), two dozen black silk knapkins, and eighty-two and one-half pounds of Bohea tea. In June 1780, John McDonnell, of Cork, writes Charles & Thomas Eddy, of New York, that it will be more advantageous to sell the butter on the ship *William* in Georgia or in Charles Town, South Carolina, even though the original directions were for the New York market. McDonnell comments that the surrender of Charleston and the general extension of trade has raised the drooping spirits of the peo-

[1] The predominance of yellow is worth passing comment.

ple.[2] He then urges Ireland as having the best situation and ports in Europe for trade, and surmises that a small cargo of tobacco will sell better there than in England.[3]

The first paper dealing with the West Indian trade is a simple recommendation by Thomas C. Williams, of New York, to Cornelius Stevenson, of St. Eustatia, of Captain John Hall, principal owner and commander of the schooner *Betsy*. Williams states that he will honor Captain Hall's drafts for £1-300 within a month's time. In April 1780, Frederick Rhinelander & Co. give orders to the master of the schooner *Queen Charlotte*, leaving the direction of his cruise to his own decision, not doubting that he will send all prizes to New York. In case he makes port in Bermuda or New Providence, he is to contact Thomas Pagon and John Ferguson respectively.

Two letters from William Reid, Jamaica merchant, to James Robison, his New York correspondent, show something of the commerce in rum. The first, dated at St. Mary's, 15 December 1779, states the shipment of seventy puncheons of rum on the ship *Needham*, Captain Joseph McMeaken, on account of William Cuningham & Co., of Glasgow, Scotland. There is a description of the charges for freight (1/ Jamaica currency per gallon at 40% exchange, or 70/ sterling per puncheon) and droggerage. Then Reid remarks that he has agreed to buy forty puncheons to go on the ship *Jean* in January. He reports that the fleet from England has been carried by weather and current to Montego Bay, and that the last packet for New York sailed before the post made its usual circuit of the island. As an afterthought, Reid sends Robison a barrel of limes, a personal touch which was characteristic of the more leisurely methods of that period.

Reid's second letter, written at Kingston, 22 January 1780, gives an interesting account of public affairs which influence trade. The fleet for England has delayed its sailing because of five French warships cruising nearby. The expedition against the Spanish settlements in Honduras and the defeats administered to Comte D'Estaing may bring a happy crisis. As for rum, the Jamaican was disappointed in getting the forty puncheons he expected, but managed to put twenty-five from another source on the *Jean*. Reid speaks of a possible shipment to Georgia, where the run is shorter, the risk less—and the price higher.

Papers dealing with matters of an official nature include two letters from Mure Son & Atkinson, of London, to Captain Miles Lewis, master of

[2] Charleston was surrendered to the British on 12 May 1780, and this action for a time paralyzed the American cause in the Carolinas.

[3] McDonnell lists at the bottom of his letter the prices current on flour, butter, candles (6/ per dozen), beef, and pork.

the ship *Hope* lying at Plymouth. Captain Lewis is instructed, 27 September 1779, to join a convoy sailing for America, there to deliver a cargo of oats for the use of the British forces at New York. Three months later, on 4 January 1780, the orders are changed to have Lewis take his vessel to Cork, where a westward-bound convoy was in process of assembling. If he met the fleet on its way out of the harbor, he was to join it and get further directions at sea. One gathers that the *Hope* was not successful in reaching New York and that the cargo of oats went to bolster the depleted supplies of the American troops.

Somewhat semi-official are two communications to Robert Alcorn concerning men for British vessels. The first, dated at Liverpool, 8 November 1778, is a report by James Wilson. He describes in detail his three-day voyage across the Bristol Channel in a violent storm—'it Raind so hard we Could not see from the Cabin Door to the main mast'—then mentions an offer of a steward's berth on the letter of marque *Ellis* for a cruise against the French and Americans. Wilson says there are more than a hundred privateers fitting out in the dockyards, and that seamen are 'so scarce they will give anything for them.' This great need for sailors is reflected in a letter from William Chevers, of Newry, to Alcorn, 29 January 1779. He sends aboard the ship *Needham* an ordinary seaman, Hugh Stewart, who can do everything but steer. Chevers will send his clothes after him, and he urges Alcorn to be sure that once the sailors' chests are aboard, 'doe not let them take them ashore again.'

Seven of the eighteen 'Letters taken in Prizes' are definitely personal, being letters from Irish folk to relatives in America. All may have been on the same ship, for they are dated during the months of May, June, and July 1780. Mary Leach, at Apeldore, writes her grandson, Robert Naresi, in New York, expressing great anxiety for his safety and begging him to come home, or at least send a will and a power of attorney. The young man should forward some money, too, 'for it wold do me some good in my ould years.' Ann Kite, of Cork, informs her husband, Giles, in New York, that she is staying with her parents, and that she is sending him seven shirts, seven stocks, five nightcaps, six handkerchiefs, and four pairs of shoes. Mary Eccles, also of Cork, tells her husband, William, in Charles Town, South Carolina, that their daughter and four young sons are well. She adds that she will send this letter by a captain who intends 'to run single Ship'—and who apparently was captured for his temerity in sailing without a convoy.

Parental epistles include one from Robert Bowen, Cork, to his son Joseph, in Halifax, urging him to write more often, as his mother is uneasy

about him. The parents of John Walsh, likewise in Halifax, express pleasure at hearing from him and relate bits of chitchat. Elizabeth Hill hopes that her son, John Ker, in New York, will not go to the West Indies, whither his brother Adam went in the last fleet. Evidently this was a navy family, for another brother, Barkley, is reported to be on the 74-gun ship *Valliant*.

All of these letters reveal something of the human aspect of the war with the American colonies. But it remains for John McDonnel, of Cork, to point this up, in a brief note to Jacob Thomburg, 'at Widow Davison's,' Reading, Pennsylvania. McDonnell says he has heard from Mrs. Thomburg of her poor situation, and he suggests that Thomburg might send his wife some money. If he has difficulty getting it through the lines, he may contact merchants in New York (Walter Franklin, or Charles and Thomas Eddy) or in Philadelphia (John Morton), who will assist in the enterprise. It may be wrong to suspect Thomburg, but one wonders if he may not have used the war to excuse himself for nonsupport of his wife across the ocean—and perhaps the Widow Davison had certain attractions, too.

# *A Light-vessel of 1823 built by Henry Eckford*

*BY CEDRIC RIDGELY-NEVITT*

IN THE AMERICAN NEPTUNE, IV (1944), 261-268, Captain W. R. Chaplin described certain models of eighteenth-century English light-vessels, owned by the Trinity House in London, which were destroyed in the December 1940 air raids. In the history of the floating sea-mark in American waters, the Webb Institute of Naval Architecture, New York, possesses important documents in the form of articles of agreement, dated 29 May 1823, between Jonathan Thompson, Superintendent of Lighthouses in New York, and Henry Eckford for the construction of three light-vessels, as well as a drawing of one of the ships covered by these articles.

The drawing reproduced herewith, traced from the Webb Institute original, is of the third ship covered in the contract.

Articles of Agreement made and entered into this twenty-ninth day of May in the year of our Lord one thousand eight hundred and twenty-three between Jonathan Thompson Superintendent of Lighthouses in New York in behalf of the United States, of the one part, and Henry Eckford of the City of New York in the State of New York of the other part. Witness that the said Henry Eckford, on his part undertakes convenants, and agrees to furnish all the materials and build for the service of the said United States, three vessels to be used as Floating Lights, of the following descriptions, viz:

1st to be three hundred tons burthen, built in frames of white oak, and bolted together with iron to follow a 7/8-inch auger, the bottom and ceiling plank to be 3 1/4 inch thick of oak and not more than 10 inches wide particularly the former; the wales to be 4 1/2 inches thick and six strakes in number, of young living oak, the width to be nine inches each, three strakes under the wales to diminish from the thickness of the wales to the thickness of the bottom plank, the beams are to be five feet asunder and

the heights between the decks six feet six inches, the binding of the lower deck to be secured in the same manner as the upper; the butt bolts to be of ¾ copper. The beams and deck plank of heart pine, the former to be fourteen inches sided and twelve inches moulded; the knees to be six inches sided and fitted one inch and a quarter below the top of the beam in order to give air to the upper side of the knees and to be bolted with inch iron. The deck plank to be 3½ inches thick, and not more than 8 inches wide, three strakes next to the water ways to be four inches thick, and to let in or jog over the beams, and to be bolted through the water ways in and out. The clamps three in number, and four inches thick, and not less than eleven inches wide, of oak, an air strake of 3 inches wide to be left under the clamps. The fastening of the bottom plank to be of nine inch composition spikes, the deck of eight inch composition, and the ceiling of eight inch iron spikes. The fastening of the keelson and floor timbers to be of copper bolts 1 1-8 inch diameter, also the dead wood, stem lining, etc., etc. To have a companion to enter the cabin, and fitted up with births for eight persons, with shelves, cupboards, lockers, storerooms, etc., to be executed and painted in a plain and neat manner—to have an oil room sufficiently large to stow twelve cisterns of forty gallons each, which are to be of double block tin. To have two masts, the foremast to be sixty six feet long, and 17 inches square—the mainmast to be fifty six feet long and 16 inches square—with four shrouds each of seven inch rope and the stays of nine inch rope—also falls suitable for hoisting the lanterns, of four inch rope, with winches to each mast. Two chain cables of one hundred and twenty fathoms long, and one inch and three quarters diameter, of the most approved plan—two cast iron anchors of 3000 lbs. each, of the mushroom form, with shanks of wrought [iron]—one pipe of cast iron about twenty feet long, and of one inch in thickness—an anchor of 2000 pounds of the common kind, one caboose sufficiently large for eight persons. To be coppered with thirty two ounce copper in the usual way of painting vessels. The stantions are to be bolted to the frames generally, the waist to be planked up with 1¼ inch pine plank, with a box rail—the but bolts to be ¾ of copper in the bottom, iron in the wales. To have sixty tons of kentledge, and that to be secured with a platform to run fore and aft, of 1½ inch pine plank. To have two lanterns, three feet square and five feet high, independent of the roof of copper with conductors, and one lamp in each, of the compass kind, to contain twelve wicks. Two boats of twenty feet long, with six oars each—two harness casks, twelve water casks of ninety gallons each, six water casks of forty gallons each, two storm stay sails of No. 1 canvas and awning of the same, one bell of 1000 pounds, fitted in strong bits,

the windlass to be fitted with an iron spindle of suitable size, with all the necessary fixtures, for the two chain cables. All the material to be of the best kind, and executed in a faithful and workmanlike manner, and conforming in all respects to the plan furnished the contractor, and the vessel to be delivered at his risque and expence at or near Cape Hatteras shoals in North Carolina, on or before the first day of December next.

2d. One other vessel to be of one hundred and twenty tons burthen built in frames of seasoned white oak, bolted together with iron, to follow a 3/4 inch auger, the bottom plank to be of white oak, two and a quarter inches thick and not to exceed nine inches in width, the ceiling of two inch heart pine, the clamps of three inch oak plank, and not less than ten inches wide, the wales four in number to be of four inch oak plank, the beams and deck planks to be yellow heart pine, the latter two and a half inches thick,—the fastenings of the Keelson to be copper bolts to follow a 7/8 inch auger,—the bottom and deck plank to be fastened with spikes the former six inch composition spikes, the latter five inch iron spikes, plugged, the ceiling with iron spikes, the butt bolts to be 3/4 inch copper, clinched inside, the deck binding to be bolted with iron after a 3/4 inch auger, To have a cabin with six births fitted up with cupboards, lockers, shelves, etc., for the accommodation of six persons neatly and plainly finished and well painted. To have an appartment fitted up in the hold for an oil room, to have one mast and two trysail masts with four shrouds, and all other necessary rigging; a camboose fitted upon deck or in the hold, as may be most convenient (upon a platform covered with lead or copper) of sufficient size for the use of six persons, to have two pumps, with boxes, etc., a strong boat, sixteen feet long with four oars, to have a capstan or windlass, with cast iron catch wheels, four inches wide at each end of the windlass, and a proper lever for raising the anchors, to be furnished with a bell of 450 lb. weight, and a suitable belfry upon which it is to be hung, to be provided with two anchors of the mushroom form, with wrought iron shafts, and cast iron heads, each anchor to weigh one thousand pounds, also, an anchor of the common kind to weight 750 lbs. ninety fathoms of one and a quarter inch chain cable, to be attached to the mushroom anchors; the chain cable to be first proven: and eighty fathoms of hempen cable for the common anchor. The Vessel to be coppered with twenty four ounce copper, and well painted above the copper, over the gunwale, and one strake upon the deck as well as all other parts usually painted. To be furnished with thirty tons of kentledge, and if more ballast be required a sufficient quantity of stone to be furnished; to have one lantern of copper, two feet square, and two and a half feet high, to contain a copper lamp of the compass kind; the lantern

and lamp to be made agreeably to a draft to be furnished; the former to be glazed with glass of double thickness eight inches by ten; the most suitable fixtures for raising the lantern to be provided, the vessel to be furnished with one storm sail No. 1 canvas and awning to extend from the stern to the mainmast, of the best canvas; a cast iron pipe to be furnished to pass through the deck and bottom, through which the chain cable is to pass. The shrouds to be of five inch, and the stays seven inch cordage, the falls for the lantern and the other rigging to be of the most suitable size, a platform or floor to be laid over the ballast, of one and a quarter inch heart pine plank, on six inch square heart pine sleepers; the ballast to be laid on battens, to keep it two inches above the ceiling. The Kentledge to be in peices to weigh from 120 to 160 pounds each. The following articles also to be furnished. Viz: four tin cisterns or Vessels for oil, to contain sixty gallons each to be made of strong double tin, with brass cocks, two sixty gallon and four thirty gallon iron band water casks, one harness cask, and two draw buckets, a cast iron stove for the cabin—in a word the Vessel with her fixtures and equipments to be complete in every respect, and when delivered ready for immediate service. The whole of the materials to be of the best kind and executed in a faithful and workmanlike manner, and conforming to the plan furnished the contractor, and the Vessel to be delivered at his risque and expence at or near the Brandeywine Shoal, in the river Delaware on or before the first day of November next.
3rd One other vessel to be also one hundred and twenty tons burthen, but to have two masts and Lanterns, and two storm sails, with the necessary rigging, and in all other respects to be built and furnished like the above second described vessel and to be delivered by the contractor at his risque and expence at or near the Shoal called the upper Middle in the Bay of the Delaware on or before the first day of November next.

The above Vessels to be delivered at their respective stations after having been inspected and approved by two disinterested persons one to be chosen by the said Jonathan Thompson and the other by the said Henry Eckford, with the power to name the third person in case of disagreements. And the said Henry Eckford agrees and engages to furnish all the materials and build and deliver the three Vessels as aforesaid for the sum of forty three thousand dollars. And the said Jonathan Thompson agrees to pay the said Henry Eckford the aforesaid sum of forty three thousand dollars when the said three vessels shall be delivered in conformity to the stipulations and agreements contained in this contract.

It is hereby provided that no member of congress shall be admitted to any share or part of this contract or agreement or to any benefit to arise

thereupon. In witness whereof we have hereunto set our names and affixed our seals, the day and year above written.

Signed sealed and delivered in the presence of us

JONATHAN THOMPSON
Superintendent of Lighthouses

NATH. SMITH
[Illegible]

H. ECKFORD

# *Amphibious Operations in the Gulf of California, 1847-1848*

*A Contemporary Account Edited by John Haskell Kemble*

DURING the Mexican War, the United States Navy performed a wide variety of tasks. Its most extensive activities were connected with landings along the coast of the Gulf of Mexico, but the operations of the Pacific Squadron covered a wider area and were of equal significance. Beginning in the early summer of 1846, the ships under Commodore John Drake Sloat, and later under Commodore Richard Field Stockton coöperated with the Army in the conquest of Upper California. These operations were concluded by the early part of 1847, and thereafter the squadron turned its attention to the southward. In the Gulf of California and along the west coast of Mexico, the American ships conducted a series of landing expeditions and bombardments, and maintained a blockade of commerce in the gulf and between the coastal ports. These operations were designed to gain the peninsula of Lower California for the United States, to destroy Mexican trade, and to occupy or neutralize the chief ports along the Pacific coast of Mexico.

With the outbreak of the Mexican War, the Navy dispatched a number of ships to reinforce its Pacific Squadron. Among these was the sloop-of-war *Dale* (16 guns). Although she reached Upper California at the end of 1847 when it was too late to participate in the fighting there, *Dale* took an active part in the proceedings in the Gulf of California. Among her officers was Lieutenant Tunis Augustus Macdonough Craven (1813-1864), the author of the journal of which a section is printed here. Throughout his tour of duty in the Pacific, Craven kept this journal, evidently designing it as a supplement to the letters which he wrote to his wife in New York. It was not intended for circulation, and therefore contained very frank judgments on men and events. The section printed here covers most of *Dale's* activities in the Gulf of California, although the campaign there had begun before her arrival there. Peace was concluded between the United States and Mexico by the Treaty of Guadalupe Hidalgo on 2 Feb-

ruary 1848, but hostilities continued in the Pacific until April. After that time, *Dale* remained off the west coast of Mexico and in the Gulf of California until October 1848 when she sailed for Upper California, eventually sailing for New York in the early part of 1849.

The manuscript of the Craven Journal remained in the hands of the author's children until 1936, when it was presented to the Office of Naval Records and Library, Navy Department, by his daughter, Mrs. Frank Learned.

## I

### La Paz, Loreto, Mulege, 1847

Nothing of importance transpired until the 6th of September, when, in company with the *Congress* we sailed from Monterey for the Gulf of California. The *Portsmouth* had preceded us by two days, and the rest of the squadron were to follow in October. On the 19th we touched at San Jose, and this day too, fell in with the *Porstmouth.* In the evening the three ships separated, our own standing up the Gulf for La Paz where we arrived on Wednesday the 22d. La Paz is a small settlement at the head of a fine bay of the same name, and is occupied by our troops; two companies of New York volunteers, having been sent down here in the *Lexington.* A rumor had reached the place to the effect that Mexican troops were assaulting at Mulege, a small town opposite Guaymas, and without delay, our ship was again got underway and standing out to sea, bound up the Gulf. We sailed on the evening of Sunday the 26th and on the evening following anchored at Loreto, some eighty miles below the place of our destination; here the report was confirmed, and we were told that 200 Mexicans had landed, and were organizing a force, to march upon La Paz and wrest it from our hands. The chief instigator, in the insurrection, is the Priest, attached to this last place; who had left his flock at Loreto, and gone to Mulege. To this place we hastened, and arrived on the 30th of September.

This was a memorable day in my naval career. In the afternoon, I was sent on shore with a flag of truce, and was met by an officer, from the town, about three miles distant; or I should say I was sent to meet him, for he was already there with a white flag. Our ship was under English colors: a few moments after I left the ship, our colors were shifted, and the American Ensign floated gaily in the breeze. My friend with the white flag, at this sight dashed spurs in his horses's side, and never was flight more rapid. I kept on to the beach, found no one there to receive me, and thus had time to look around, to see what could be done. Crossing over a neck of land, I

came to the creek, and took a look at a schooner at anchor there. I also directed the boat to pull around to the creek. The flag of truce was now seen at a distance, and slowly riding toward us. I started to meet him. On approaching, he demanded in the name of the Military Commandant of Mulege the cause of our visit. I replied that we had come to ascertain the disposition of the inhabitants. To this he said, that, 'his Commandant had directed him to say that, any communications with him, must be protected by a flag of truce, which would be respected, but on no other occasion must our boats enter the creek, or they would be fired upon.'

I laughed, and, answered, 'that it would give us pleasure to be so received, but that it was a strange attitude for them to assume. We regarded the Californias as American territory, and wished to protect the inhabitants. We desired peace, had issued proclamations, promising quiet, and liberty, both civil and religious, to the people; the country was in our possession, and all resistance was in vain. If you place yourselves, voluntarily in arms against us, the consequences must rest with yourselves. *I am coming into this creek* and if you fire upon me, I will punish you.'

After some further conversation of little consequence, we parted and I returned to the ship, to make my report, asking permission to carry in our boats and bring out the schooner. While we were engaged in making preparations for this expedition, the white flag again made its appearance on the beach; I went to meet him the second time. He had been sent by his Commandant to ask if there was any reply to his communications of the morning. I told him, no, his Commandant had taken up arms and sent off a threat to fire upon us, if we came in; that we should therefore act accordingly, his hostile message admitted of no reply—come into the creek *we would*.

'But Signor,' said he, 'we are bound to defend our country, and American jurisdiction has never extended to this place.'

'That is all very well,' said I, 'you are either to be regarded as friends or enemies, lay down your arms, and we treat you as friends, but if you commit any violence we punish you.'

Seeing that he was disposed to have a long talk, I suspected he was endeavoring to gain time, for some object or other, they might have in view. So I cut short our interview and returned to the ship, to lead in the boats.

Having manned and armed all the boats, we pushed off and pulled in to the creek. On boarding the schooner she was found to be deserted, and scuttled with two feet water in her hold and sinking fast. While a part of my men were landed on the beach to cover the cutting out party, others threw overboard a large portion of her ballast, bailed and lightened her,

weighed her anchors, ran out warps, and hauled her out of the creek. Meanwhile the Mexicans assembled in large parties on the hills, but kept at a very respectful distance. When the schooner was fairly out of the creek our parties all embarked, and commenced their return. As we pulled off, the enemy came down gradually until they reached the beach, but offered us no violence. So we carried out the prize without accident. This was my first prize.

Oct 1st. On the morning of this day I was despatched with a flag of truce to demand of the forces on shore 'their arms,' and 'a pledge of neutrality during the war' 'and non intercourse with Mexico.' An officer met me. I delivered my communication for his Commandant and gave him three hours to decide.

I must go back a little. On returning to the ship last night, I asked the Captain[1] to give me a party to land and disarm the people. His answer was undecided but I gained some encouragement and hoped yet to have an opportunity of seeing an enemy ere the war was over. When I was going on shore in the morning, he told me to allow them twelve hours to decide on their course. I suggested that they had already been twenty-four hours thinking about it as we had conferred with them yesterday. 'Well,' said he, 'give them three hours.'

Having delivered my communication, and returned to the ship, we commenced busy preparations for a landing. Meanwhile the Captain (oh what indecision has he not displayed, what want of firmness and energy) called a council of war. Three Lieutenants were assembled in the cabin, and our respective opinions asked, as to the course to be adopted. I need not say we urged immediate and stringent measures, for subduing these vagabonds and bringing them to terms. While yet in council, 'a flag of truce' was reported on the beach; and I was again despatched to my friend. The reply, he brought in writing, as usual, was a production of Mexican bombast and defiance; so 'to arms' was the order. Our boats were soon manned and at 2 P.M. left the ship. I landed within the creek with eighty officers and men. My associates were Lieut Wm T. Smith, Lt Tansill (marines)[2], P[assed] Mid[shipman] Duncan,[3] Mid[shipmen] Houston,[4] Hamilton,[5] and Hayes[6] all noble spirits. Sending the launch up towards the town, to

[1] Commander Thomas O. Selfridge, U.S.N. took command of the *Dale* at Monterey on 26 May 1847.

[2] Robert Tansill, 1st Lieutenant, U. S. Marine Corps in 1847.

[3] James M. Duncan, ( -1864), Passed Midshipman, U. S. Navy in 1847.

[4] Thomas T. Houston, ( -1860), Mishipman, U. S. Navy in 1847.

[5] John R. Hamilton, Midshipman, U. S. Navy in 1847.

[6] William B. Hayes, ( -1849), Midshipman, U. S. Navy in 1847.

join there; at the same time the ship opened her batteries on the town, but it was too distant for her shot to make any impression. Having formed my men on the beach, we marched towards a hill on which a body of Mexicans had posted themselves, and where we expected to have a fight. We had not proceeded far however, when we were fired upon, from a house and thicket on our left. I immediately detached a party to burn the house, and rouse the rats out, while I with the rest of my force, charged upon the thicket, we passed through without encountering the unseen foe. The house was soon in a blaze; and on we marched for the hill. When we reached a height which commanded the hill, I passed an order to the following effect, 'Men, we are to go to the top of that hill, if we are fired on, in ascending, it will break our order, as the hill is so steep, as soon as the fire of the enemy commences, let the word be, every man for the top of the hill, he who reached it first, is the best man.' The heat was excessive, and the pathway through thorny acacia, and prickly cacti, so steep that we could scarce keep our foothold, but up we went, and gained the summit. The bird had flown, without awaiting our approach. I commanded a halt to rest the men, and while drawn up with arms at rest the enemy in earnest opened a fire upon us from several places of ambush. His balls whistled about us merrily, and in return we sent among them in the bushes and behind the rocks a shower of Yankee lead. They were soon started, out, and fled up the banks of the creek. So down the hill we went, to march through the town, and thus drew upon ourselves a hot fire again. The launch had come up and I ordered her to riddle some houses on the bank of the stream, from which the enemy were firing. Our balls drove them from the bushes, and away they sped to the hill tops. Further pursuit was useless, and I commanded a homeward march for the ship. We drew off without the loss of a man, two were wounded slightly, and it is supposed we killed many of the enemy as our fire upon them was in heavy vollies. So safely we got back to the ship.

At daylight the next morning we sailed, as the weather had a threatening appearance, and our anchorage was insecure. We had the prize in tow, but as it was a heavy drag upon us, towards night we fired her, and as darkness came on, the burning vessel beautifully lighted up the horizon. On our way down we touched at Loreto and also at Descondid [sic]. On Friday the 8th of October we again anchored at La Paz. I had applied to the Captain to give me a small schooner, belonging to an American here, man and arm her, and let me go back to my friends at Mulege, to cut off their communication with the opposite coast. I hoped to catch two vessels that were said to be engaged in transporting troops and ammunition.

## II.

### Cruise of the *Libertad*, 1847

At about 10 o'clock on the evening of our arrival, the Captain came on board, having Col Burton[7] in company. He sent for me, and told me he was going to charter the *Libertad*,[8] man and arm her and send me back to Mulege; asking how soon I would be ready; 'tomorrow night' I replied.

At daylight in the morning, of the 9th, I took charge of the schooner, and commenced her equipment. Our launch's gun was fitted by a contrivance of mine to work on a pivot; this occupied the whole day nearly, but meanwhile we were getting on board, provisions, water, and wood. On Sunday morning I went on board with my crew of 11 men, having Mid[shipman] J. R. Hamilton as my officer. We got underway at 10:30 but by the rapid current were swept on a bank, from which we did not get off until evening. On the following night we ran into the Bay of Descondido for sundry articles I wanted there, and sailed again at 3 P.M. of the 12th passing within sight of Loreto. I forgot to mention that on my previous visit to the place [Loreto] in the *Dale* I had been sent on shore to seize some pieces of artillery belonging to the Mexican government, lest they might fall into the hands of the insurgents. I brought away three small brass guns, an old musket and some lances. I also heard here that the forces with which we were engaged at Mulege numbered one hundred and forty men, they had sent down a swaggering account of the fight, such as having routed us and killed six of our men, but I reckon the killing was all on their side.

Sunday Oct 24th. Tossing about in heavy weather in my little brig, with no comfort, little rest, but the relief from some of the *nonsense* of the 'Man-of-War *Dale*.' The independent, roving life, and excitement of my cruise, in the *Libertad*, render it altogether an agreeable change. Since coming up here, I have been prying about everywhere, and am becoming quite a terror to the small neighborhoods on the coast. In the early part of the week, I made a stretch across the Gulf and looked at the barren cliffs of Mexico, hoping to meet with some adventure there; took a distant view of Guaymas, into which port I wished to run, but thought it my first duty to look again upon Mulege, as I had been three days absent; so away for its table mountains, and broken crags. At daylight on Thursday morning, we were off Mulege with light baffling winds but at sunrise, the officer of the watch, called me, and reported that the wind had come out from the north

[7] Henry S. Burton (- 1869), Lieutenant Colonel, New York Volunteers in 1847.

[8] A sailing launch owned by Captain Peter Davis. She was armed with a nine-pounder.

west. I ordered him to run then for the mouth of the Mulege creek. By ten we were near enough to discern a small sloop at anchor inside, the wind had freshened so much that we had already reefed our sails. I immediately made preparations for sending in an armed party to bring out or burn that sloop. My old pilot said, 'It's going to blow sir, and it will not be safe to anchor.' 'I must have that sloop,' I replied, 'and we can get away before it blows.' So I anchored; but it was too rough to trust the men to our miserable canoe, and, while I was busy in contriving an outrigger for her, discovered that the sloop had taken the alarm, and was warping up the creek. A neck of land covered the hull of the vessel, and her men, but hoping to make them desert their vessel and give me thus more time I commenced firing upon them, with our nine pounder, trying to cut away the spars of the sloop, but without effect. The sea was soon running high and the wind increased to a gale; and now, my thoughts were turned to our own little craft. 'You will have to slip, Sir,' says the old coast pilot, 'You can't get that anchor, Sir. Its going to blow a gale, Sir, and the breakers are close under our stern, Sir.' In fact the old fellow (the quondam skipper of the brig) was very uneasy. But I could not spare the anchor and best chain, and told him we *must* get the anchor, though in truth I felt very anxious when I found tackles parting, and stoppers giving away, the sea breaking over our bow, but after an hour of hard work, we got the chain in short, made sail and fortunately drove her into deeper water where we succeded in getting our little anchor up, much to my relief, as I felt that we might want it before the gale was over. We stood out to sea, the little craft behaving well, but the heavy sea and strong current were too much for her. We could not 'hold our own' and so I was compelled to run off to leeward, and make a port. Before night we anchored in a snug bay under the lee of Point San Juan; and here we lay three nights and two days, in a heavy gale.

Could you this morning have seen a fellow who started up from a sort of pallet, on the deck of the vessel, I am sure you would not have suspected the ruffian-like chap, as being your dear husband. At daylight, the officer of the watch announced a change of wind; up starts this piratical looking being, and ordered 'all hands up anchor.' Let me describe him. A man of about five feet eight, his shape, you could not tell from the blue wrapper he had about him; but his face was so much sunburnt that he would well pass for a Spaniard; with his shaggy hair tied up in a red handkerchief; his huge beard and moustache seeming to indicate a neglected toilet, his check trousers, and manilla slippers, quite white with salt water, the 'tout en semble' of the fellow is that of a pirate; and I was the more convinced of his ruffianism when hearing the salutation to his servant—

'Charles,' Charles!! Along comes the boy Charles, a perfect specimen, of a 'yaller feller' about half awake, with hands in his waistbands. 'Is this the way you come, Knave; is that the way you walk, when I call, creeping aft as if you were going to the gallows, move yourself or I'll skin you.' Oh what a pirate, that fellow is, I thought to myself, and I dare say, he would as lief skin that poor colored specimen of humanity as not. I was roused from these meditations by the approach of breakfast time and descended to the little cabin, to make *a sort of toilette*. Seizing the glass (tis of no particular shape, about half the size of my hand, and very ingeniously let into a piece of board, where it is confined, by daubs of tar, on its *many* corners, [)] seizing this relic, I looked at my mug, and thought it strongly resembled that of the fellow I have described, so I sate down on the deck grasped a razor, and drew it across my lip, away went the grissly and dirty moustache; and with some other changes in my appearance, made quite a respectable figure, when I read the morning service to my crew.

Saturday Nov'r 6th. Eighteen months from home; one half of this weary exile has passed. Heaven grant that the remainder of my absence, from home and friends most dear, may pass in health and happiness, and that in good time, we be once again, reunited in love; and with gratitude for the blessings sent from above.

The past week has been full of adventure, and excitement. Having made four attempts to get in to the anchorage at Mulege by night, all of which were unsuccessful, because of the calms and light airs off the land which prevail at night, I on Saturday Oct 30th at 2 A.M. hove up my anchor (I was lying about six miles from the mouth of the creek,) and with a good breeze had bright promise of being at the desired place by 4 o'clock, and accordingly expected to cut out the small sloop, lying there, which we had fired upon last week. But in this I was to be again disappointed. On approaching the creek, the same calms and light baffling airs as before, so we did not get to the place before seven o'clock, by which time 'all Mulege' was aroused and on the 'alert.' I now became rather desperate, and finding it impossible to get upon these people, by a surprise, resolved to carry my plans into execution under their noses. So I landed Mr. Hamilton with eight men to reconnoitre at the same time, anchoring the bring, [sic] within eighty yards of the beach.

I must describe the place to you so that you may better understand the localities, and the difficulties to be encountered. The village, is on both sides of a creek, running through a pretty and fertile valley. The waters of the creek, are too shoal to admit my vessel, which is therefore compelled to lay [sic] outside, at a distance of about one mile and a half from the town, for

it is that far from the mouth of the creek, and the sloop I wanted to get at, was fully two miles from me. Could I have sent on shore twenty men, they should have gone in broad day, but my crew is *only thirteen*, all told, and I must have some remain, to work the gun, and take care of the vessel. So I resolved to land a party at midnight, or towards morning, to bring out or destroy the sloop. Mr. Hamilton and his party, having made the necessary observations, and failing to *kidnap* any of the inhabitants, came off to the vessel. As soon as he left the beach, the cowardly rascals began to assemble, having kept at a respectful distance while he was on shore. They offered no violence however, but one fellow more bold than the rest stood on a hill and throwing up his hat, shouted, 'Aha Americainos muy maldito.' His further cursings were cut short by a musket ball, which I sent after him, by way of cautioning him to keep his tongue quiet.

During the day, we were undisturbed at our anchorage. Everything was prepared for a fight, and after dark, I hauled the brig in still closer to the shore, that I might be able the better to cover the cutting out party. But a watchful Providence, whose guidance I had asked, prevented my sending in those men, for whom I had asked his protection.

At about 9 in the evening I discovered that there was a sentry posted, close by the vessel. I saw him *striking a light for his cigar* and thus am I warned that the people are under arms; being alarmed on account of the rascally Americans lying so close to them. So I directed one of my men to fire on the sentry aforesaid, so quietly lighting his pipe, by way of letting him know he was discovered. I suppose he was not struck, but knowing that their watch was observed, they now passed the call 'Alerto' and I could count it from man to man, until lost in the distance. So I am watched hey and you are afraid of the saucy little brig? We were all under arms, and most of my men lying down as I resolved if nothing further turned up to land my party at all counts, and try to pass these sentries. I loaded my double barrelled gun with ball, and threw myself on my bed, on deck, with my gun by my side, waiting for the small hours of morn, thinking the people would still be *surprised* by the boldness of the stroke meditated. I heard no sound ashore, but the passing of the sentries call, till about half past ten o'clock, when bang, bang, bang they commenced from every direction. I jumped out of my bed, seized my good gun, and let drive at the group nearest to me (I could only discover them by their flashes.) My men were under arms in a moment, as everything was fortunately prepared. I directed them to fire at the flashes and waste no shot. The pivot gun was soon in operation too, and fired upon such points, as seemed to be occupied by the largest groups of the enemy. The moon was rising behind us,

so these *vagabonds* had us, as a fair target against the sky, and kept up a pretty good hail of balls, whistling about our heads for about half an hour; but so well did my crew obey my orders, to watch and fire only at the flashes, (we could in no other way ascertain the position of our assailants, who were constantly changing their stations) , so well I say, was our fire directed, that in half an hour we drove these fellows from the beach. Their fire slackened and by half past twelve, all was again quiet. God mercifully watched over us, no one was injured, but I decided not to risk my small party by sending on shore that night or rather morning for midnight had already passed.

On Sunday morning, 'Sail ho!—' 'there she comes, a prize' a boat coming in from seaward. Our canoe was despatched and the brig under weigh in five minutes, and at 12 'the prize' was brought alongside, a poor, scared, scoundrel named Juan Battista, saying he was no Mexican, but an innocent sealer and a native of Italy, had been absent from Mulege three weeks, and had nothing to do with *the war*. Hoping to extort from him some information, I ordered his seal skins and goods to be passed on board, and his canoe hoisted in. This alarmed him, and I could not suppress feelings of pity, for a poor fellow, caught, thus, in sight of his home, where he perhaps had wife and children watching his little boat coming in, and witnessing his capture. But I would not let him go, saying 'I regarded him as an enemy; a robber, for the people of Mulege were all robbers,' and 'I would keep him, and give him up to the Commandant at La Paz.' Finding myself very short of water, I at night kept away to the South[war]d for Loreto (the nearest good water) and now my prisoner began to *wake up*. He thought surely enough I was going to La Paz. From him I learned that the forces with whom I was engaged on the 1st numbered about one hundred, and none were killed. This last I do not believe.

On Monday afternoon my captive rogue, could no longer restrain himself. I had notified him that if he gave me the information I required, I would restore his property and give him his liberty, otherwise he would forfeit both. So before the sun was set on Monday he let me know that he had charge of the sloop owned by Mejia (the rascal who got us this revolt). By little and little he gave me all the information I desired, respecting his whereabouts. So—threatening him with some dire punishment, if he was deceiving me I tacked and stood once more to the northward putting the crew on an allowance of three quarts of water per day. On Tuesday evening we again passed Mulege Bay, and keeping on about twenty five miles, the next morning at sunrise, discovered the prize we sought. The towns people had already taken the alarm and sent a body of horsemen (to pro-

tect her I suppose) but I very quickly dispersed them with a few rounds from our pivot gun, which sent its dreaded messengers to the hills, while our canoes brought out the prize; a pretty little sloop of twenty tons with everything in fine order, abandoned by the crew who swam ashore as our boats pulled in. Off we go for Mulege to display the *Alerta*, for such was the name of the prize, and I have no doubt we were cursed enough, when we made our appearance there on Thursday morning.

My cruise in the *Liberty* continued until the 19th November without further incident. On that day, I arrived and anchored at Guaymas, having received orders to proceed to that place.

## III

### Guaymas, La Paz, Mazatlan
### San Jose del Cabo, Guaymas, 1847, 1848

On my arrival, I found myself, *just too late* for the fight, to explain which I must give a sketch of proceedings, at this place. Late in October, the *Congress* and *Portsmouth*, came to Guaymas, and after dilly-dallying 24 hours, demanded the surrender of the place, giving *five hours* for a reply (and this was at one P.M.). No reply was given, and ere the time granted, had expired, night and darkness, came on. With the morning's light, the two ships opened their heavy batteries upon the walls of a *deserted town*; the troops had withdrawn during the night, carrying the few guns from the fort, and the inhabitants who were prevented surrendering, through fear of their own troops, abandoned their homes.

The cannonade was continued, for nearly two hours, and the unresisting, unoffending, *houses* suffered very considerably. The ships having expended a vast deal of ire and iron ceased firing, and sent a party on shore to take possession of the empty place, a *proclamation* was made to *three persons* (all that could be found), and great talk was made, about American 'protection' 'freedom' &, &. A vast quantity of gunpowder had been burned, and hence there was a plentiful supply of '*gas*,' which produced a remarkable effect upon Captain Lavallette,[9] who talked prodigiously, about 'Guaymas taken,' made appointments of Military Com[man]d[an]ts. Collectors of Revenue, and all sorts of dignitaries, *and sailed*, having withdrawn the garrison, and left the sloop *Portsmouth*, anchored off the town. A small rocky islet, *about one mile from town*, was chosen, as a suitable place for hoisting the American colours, and there they wave their stripes, quite safely removed from danger. Early in November the *Dale* arrived to re-

[9] Elie A. F. La Vallette, ( -1862), Captain, U. S. Navy in 1847.

lieve the *Portsmouth*, expecting to find Guaymas a very respectable place and quite Americanized.

The *Portsmouth* sailed, and the little *Dale* remains sole monarch (so they thought) of the town and harbor. A new proclamation was to be read to the inhabitants, (who were not yet returned by the bye,) informing them of the great happiness they would enjoy, while under the *protection* of the American arms, and the pecuniary advantages to be realized by the reduction of duties. Before reading the proclamation, the Captain of the *Dale*, thought he would go on shore, and make a little parade, with his 'armed men.' He accordingly on the 17th November landed with seventy men, 'marched up the hill' to the Fort, and took a bird's eye view, of the quiet and depopulated city. He thought the Plaza would be a fine place, for exercising his body guard, so 'marched down the hill' and was approaching the Plaza, when bang, bang, bang, came a volley from a window, and off went the Captain, as hard as he could go. Lieut. Smith (the next in command) beheld with surprise, contempt, and mortification, the flight of his Commander, formed the men for a fight. He thought his first duty, and only one was, to fight his way back to the boats. Every house breathed fire from its doors and windows, and the officers for a moment thought that the whole party were doomed to destruction, but the men were so well disposed by Smith (who took up three positions commanding the Plaza), their fire so heavily poured in upon the Mexicans, who were sallying from the houses and forming, that the enemy were thrown into the utmost confusion, and a flight commenced. Away they went as fast as they could go, about 400 Mexican Soldiers, routed by seventy seamen, from a small Yankee sloop of war. Smith and his gallant associates had the satisfaction of seeing themselves, left masters of the place. When they were attacked, they fought in order to make good their retreat, but so doggedly did they stand, and fight more than five times their number, that the foe were panic struck; the streets were filled with killed and wounded Mexicans, while of our party, none were injured, but the Captain, who was by the first fire shot through the foot—*fortunately shot*—or I know not what would have become of the band, led by such a man. . . . In this affair, Lt. Tansill commanded to the marines, and led in that gallant little band to the thickest and hottest part of the fight. Passed Mid[shipman] Duncan had my company, and all behaved with most admirable coolness, and a steady courage which alone turned the scale in their favor, and struck with panic those who thought by brute force to crush them.

Jan'y 21, 1848. The old year has gone, the new has commenced, the month has nearly passed and I have entered upon my *thirty-sixth* year,

bless me how old I am getting to be. It is difficult to realize the fact of numbering so many years particularly where one's position in life is only such as belongs to those of much fewer years by right, but I have naught to complain of. There is much that is bright in my life much to cheer me on my pilgrimage, and give me a contented heart, I have a *happy, happy home* to look forward to, and am blessed with good health.

Now what has passed since my last date? Many weary weeks were spun out at Guaymas where our time was quite unvaried and devoid of interest. Towards the end of December, the *Southampton* came in, to relieve us for a while, that our ship might go to some place for water, and towards the end of December too I had some little excitement in the capture of a small schooner. I left the ship one day in the launch in search of adventures and made an excursion to the Bay on which the Mexican forces are encamped about 12 miles from the ship by sea. I pulled in quite close to the beach there, and threw a few shot ashore among the soldiers, by way of rousing them from their 'siesta,' after which, while coasting along the shores, I discovered a small party, who were sent out evidently to watch for, and get a chance at me, skulking among the bushes; and I quickly gave chase, and drove them back, to their camp. Evening was drawing on, and I was on my return to the ship, somewhat disappointed in not having met with any sport, when, just as the sun was going down we discovered at about three miles from us, a schooner running in for the Bay. We were about equally distant from the entrance of the creek, and therefore commenced a most exciting chase as to who should reach that point first. We succeeded in cutting her off, and opened a fire upon her, as I found they were bent on running her on shore, and this they succeeded in accomplishing. Night and darkness had come on, but we could not lose our prize though every moment expecting an attack, as the camp was only about a half mile off. Duncan, who was with me, jumped overboard (when we were as near the beach as we could go safely) and with three men swam to the prize with a towline, and we soon carried her out in triumph. She was laden with a valuable and most acceptable cargo of good things, cheese, figs, raisins, dates, sugar &c &c in abundance, with all of which we got back to the ship at about 3 A.M.

We left Guaymas on the [24th] Dec[e]m[ber] and anchored in the Bay of La Paz on Christmas day. [Christmas], like other days with us was passed. A busy week was spent in La Paz and our ship again ready for sea ere the New Year was ushered in. New Year's day, came on while lying in the Lower Bay waiting for a fair wind. It came at last, and we sailed for Mazatlan where we arrived on the 6th and remained two days. Mazatlan

is the first civilized place we have visited since leaving Lima, and you may be sure that my feelings were very agreeable on putting my foot on shore. When I say 'civilized,' in speaking of a Spanish town, you must not expect much; no, not even the comfort of a moderate village at home; but here is a prettily situated and well built town, with its well filled shops, its inviting restaurants, its good markets, and its beautiful gardens, for all of the larger dwellings are very extensive and have fine open courts within which are real conservatories of the most choice and delightful plants, arranged with the utmost taste, but my visit to the shore was as much, aye rather more, of business as pleasure, for it was to me a day of shopping.

The town is in possession of our squadron, the *Independence* and *Congress* lying there, and having the greatest portions of their crews on shore in garrison, business goes on as usual, and every thing seemed lively and gay.

We sailed on the 8th and ran over to San Jose where we hoped to meet with the *Portsmouth*, but to our great disappointment found she had a very short week before, sailed *for home* (when will that be said *of us*). The little town of San Jose is in possession of the squadron, being garrisoned by a force of 50 seamen and marines in charge of Lt. Heywood.[10] A few weeks before our visit this garrison, (at that time only 24 men) was attacked by a body of 150 Californians who boldly advanced to the assault of the building in which Heywood was posted, but in the onset, their leader was killed, and with considerable loss they were repulsed, though they kept up a skirmishing fight for several days. I should not omit speaking of La Paz too, for we found that place nearly reduced to ruins. 'Grim-visaged war' had visited that pretty village, soon after the *Dale* left. The Californians, in force about 400 men attacked Col. Burton's force of 110 New York Volunteers (posted in two large buildings and the church) and continued a kind of skirmishing siege, for about eight or ten days, losing about sixty of their number, when the assailants withdrew, but not till they had brought in the brand to assist in desolating the scene. All of that part of the town not protected by the garrison's muskets, was burned, the vine and fig tree as well as the graceful palm all being devoured by the flames.

Such are the beauties of war.

Feb'y 1st. Again at Guaymas. We arrived here four or five days since and relieve the *Southampton* in which vessel our late Commander has taken passage to Mazatlan, fortunate riddance to us all.

Soon after our arrival here we heard that the General in command on shore, had sent a company of troops down to the village of Cochori to cut

[10] Charles Heywood ( -1852), Lieutenant, U. S. Navy in 1848.

off the supplies of fresh provisions we have been receiving from there, and perchance capture some our boats, so we made up a tea party for the occasion. On Sunday morning Jan'y 30th, at 1 o'clock I left the ship in command of an expedition to surprise and take this garrison. We went about four miles in our boats, when pushing through the surf we landed on the sea beach some three miles from the town, and with quick step and profound silence marched upon the place. On getting near the village, I detached the marines (12) with orders to get near the outpost and lie concealed until I had reached the barracks, that an assault might be made simultaneously. Stanly[11] led the advance, and we pushed on through thicket and hedge until within 100 yards of the barracks and were not yet discovered. We now divided into two parties, Stanly leading to the right, I filing to the left that we might surround the barracks before assaulting it. At this moment however, we were discovered and the sentry on the house, fired upon my company as they were filing around the corner of the barracks; Stanly, too, had reached the front of the barracks, surprising the sentry there and seizing him with his own hands, not however until he had given the alarm, on which a number of the guard rushed out by the rear and fired in the faces of my men. This was all in an instant. I ordered a charge, it was pitchy dark, and some escaped, others were shot down, while flying. As soon as we fired, I had the satisfaction of hearing a volley from the marines, who rushed upon the picket guard and overpowered it.

Lights were struck, and what have we here. Captain Mendoza and his Lieutenant with their mistresses all in charming dishabille. The fair ones thus by the rude 'larums' of war, roused from their night's repose, seemed in no wise agitated, but *au contraire*, very interesting indeed. We captured I say the Captain, Lieutenant and eleven privates. Five were killed in the assault, and two wounded (one since dead), twenty stand of arms, five hundred rounds of ball cartridges, a stand of colors, and a quantity of provisions fell into our hands, as also the guard boat. Day was now beginning to dawn and bidding my officer prisoners 'put on their clothes' I marshalled my forces, and marched them to the beach with all of our spoils leaving Stanly with a guard to make a more thorough overhall of the barracks by daylight. I made signal for the boats to come in, and at about 7 A.M. commenced embarking my men. When all were off, I took the officers into my own boat, and made my return in triumph to the ship. The Captain was very much depressed, but the Lieutenant seemed quite delighted with the idea of not being numbered among the dead. My breakfast was already prepared, and at 10:30 I sate down, and entertained my

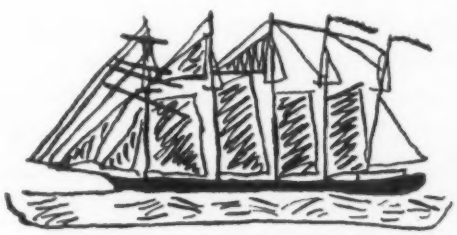
[11] Fabius Stanly ( -1882), Lieutenant, U. S. Navy in 1848.

unfortunate guests, giving them stewed oysters, omelette, toast and hot coffee and all ate with a good appetite. Thus much for the affair of Cochori. The friendly Indians immediately opened their trade with us again, and we now get along pretty comfortably. Sad business this matter of war, some hearts were widowed today, some were made fatherless, may the God of Battles have mercy on those who fell in this their country's cause. Among those killed was a Sergeant in whose cartridge box were found carefully preserved several letters from his wife telling of the health of the children, of her affection and desire to see him return from the war. She is sixty leagues from here, and in a few days will receive the sad news of her loss....

# *Five-masted Schooners*

*BY JOHN LYMAN*

THE five-masted schooner has been almost exclusively an American rig. It was nearly forty years after the first one was built—the *David Dows* at Toledo, Ohio, in 1881—before any were produced outside of North America. The *Dows* (1418 tons, dimensions 265.4 x 37.6 x 18.1 feet) came out with four yards on her foremast, which made her a five-masted topsail schooner (apparently the only one ever built), but these were discarded after a year or so of service.



Schooner *David Dows*
*From a rough sketch in Henry Hall's note books*

On salt water a bald-headed five-masted schooner, the *Louis* (831 tons, 193.8 x 36 x 18 feet), was built at North Bend, Oregon, in 1888. She was really little more than a jury-rigged steamer hull, but she was not a bad sailer, and her owner never saw fit to install an engine. The *Louis* was wrecked in 1907. The next West Coaster was the *Inca* (1014 tons, 215.5 x 41.3 x 16.5 feet), built at Port Blakely, Washington, in 1896, a beautiful five-topmast vessel, and she was followed in 1901 by the *W. H. Marston* at San Francisco, in 1902 by the *H. K. Hall* and in 1903 by the *George E. Billings*, both at Port Blakely, and in 1904 by the *Crescent*[1] (1443 tons, 240.4 x

[1] For further details of the *Crescent* and an illustration (Plate 11), see Captain P. A. McDonald's article 'Square Sails and Raffees' in this issue, pp. 142-145.

44 x 19 feet, the largest of these five) on Humboldt Bay, California. All were lumber carriers except the *Marston*, which was first operated as a packet between San Francisco and Honolulu. Between 1905 and 1916 no sailing vessels of importance were built on the Pacific coast.

On the Atlantic coast the first five-masted schooner was the *Governor Ames* (1778 tons, 245.6 x 49.6 x 21.2 feet), a centerboard vessel built at Waldoboro, Maine, in 1888, a few months after the *Louis*. She was a little ahead of her time, and not until 1898 was the second East Coast five-master launched, the *Nathaniel T. Palmer* (2440 tons) at Bath, Maine. This was the beginning of a boom in the building of big schooners for the coasting coal trade: of the sixty[2] or so five-masters built on the Atlantic seaboard, well over half were turned out in the five years 1900-1904, while only half a dozen were produced between 1905 and 1915, and ten from 1916 to 1920. All these were constructed in Maine, the majority at Bath, except the *Jennie R. du Bois* at West Mystic, Connecticut, in 1901 or 1902, the *Jane Palmer* at East Boston in 1904, and the *Asta* (1965 tons, 246.6 x 42.8 x 22.5 feet), an auxiliary bald-header with a yard on the foremast, much on the West Coast model, at Noank, Connecticut, in 1917. Few or none came from the Maritime Provinces, as Canadian owners were barred from the New England coasting coal trade and supplied Canadian requirements from the mines at Sydney, Nova Scotia.

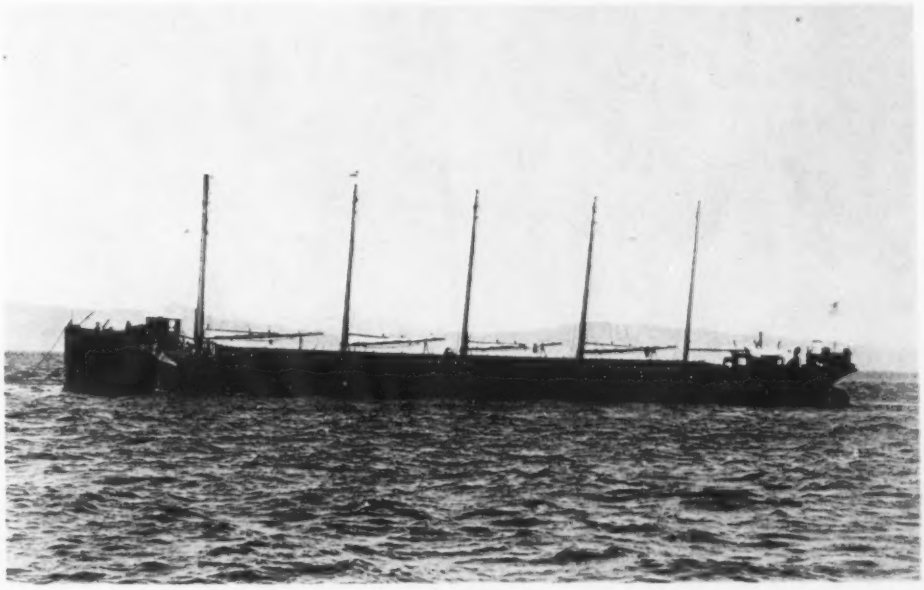
The leading builders, as of six-masters, were Percy & Small of Bath, who completed fourteen or fifteen. G. G. Deering of Bath built seven or so, as did G. L. Welt at Waldoboro and H. M. Bean at Camden. The leading owner was W. F. Palmer of Boston, who operated a fleet of thirteen[3] white-painted five-masters of the largest size, along with a couple of big four-masters. Captain Arthur H. Crowley's Coastwise Transportation Company had half a dozen in its fleet of four- to seven-masters; Percy & Small and G. G. Deering each ran six or seven of their own building; but Crowell & Thurlow's great schooner fleet included only three five-masters.

All these vessels were wooden: the only steel five-masted schooner built in America was the *Kineo* (2128 tons), launched by Arthur Sewall at Bath in 1903 and still afloat as the auxiliary tanker *Maryland*. The largest five-master was the *Jane Palmer* (3138 tons, 308.6 x 49 x 24.4 feet) and the second largest the *Grace A. Martin* (3129 tons), built at Bath, also in 1904. The smallest were the *Edna Hoyt* (1512 tons, 224 x 41.1 x 20.8 feet) at Thomaston, 1920, and the *Mary H. Diebold* (1516 tons) at Newcastle,

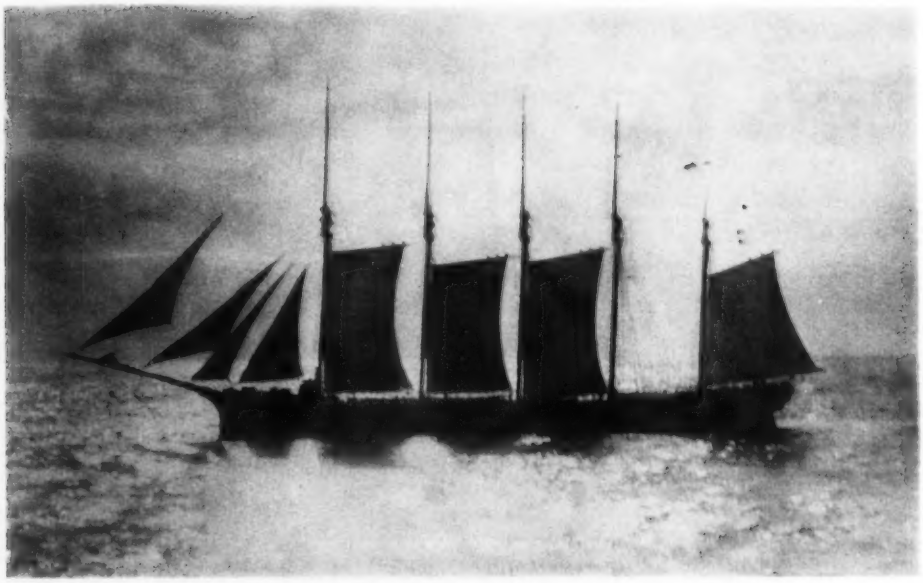
[2] Crowninshield, *Fore-and-Afters*, p. 47, says that fifty-six were built between 1900 and 1920.

[3] Fourteen, counting both *Fannie Palmers*. See 'Notes on the Palmer Schooners' by Robert B. Applebee, AMERICAN NEPTUNE, V (1945), 79-81.

Schooner *W. H. Marston*
Honolulu packet built at San Francisco in 1901: lost in the Gulf of Mexico in December 1927
*Reproduced from a photograph owned by Mr. H. E. Pennell of Alameda, California*



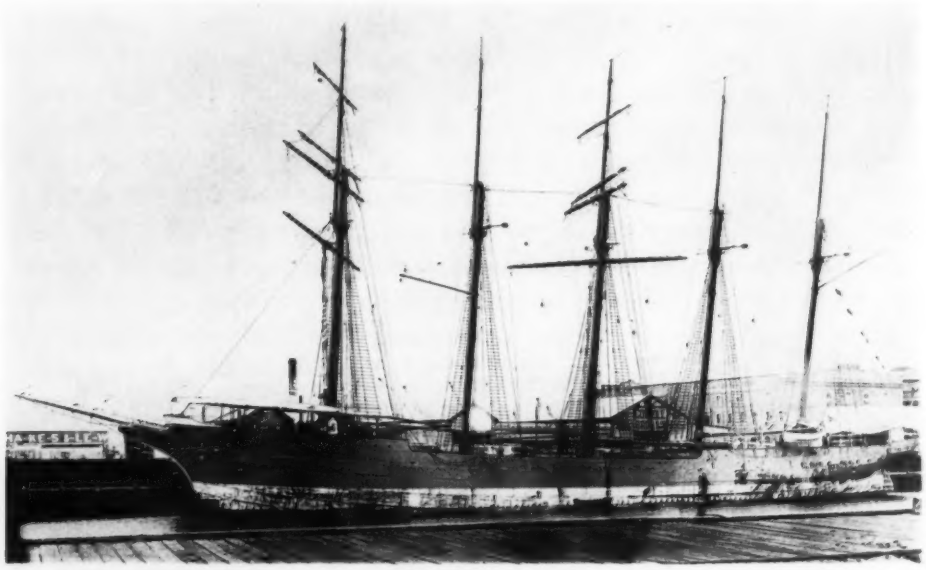
*S. O. Co. No. 95*
Steel tank barge built at the Townsend-Downey shipyard in 1903. Her foremast served also as a stack for the donkey engine
*Reproduced by courtesy of Standard Oil Company of California*



Schooner *Ecola*

A converted Ferris steamer hull built at Portland, Oregon, in 1920: scrapped at Shanghai in 1926. With her long spike bowsprit and topmasts she was a notoriously hard vessel to handle

*Reproduced from a photograph by Allen, San Francisco*



Auxiliary five-masted two-topsail schooner *Werner Vinnen*. Built of steel by the Krupps in 1922 for trade with South America

*Reproduced from a photograph by Nautical Photo Agency*

1920. Just as the largest five-masters overlapped into the size range of the six-masters, so these smaller ones dovetailed with the four-masters. The *Diebold* had two slightly larger near-sisters, *Dolly Madison* and *Virginia Dare*, both rigged with four masts, and the *Edna Hoyt* was on the same molded dimensions as a large group of New England four-masters.

The *Hoyt* was also the last five-master built on the East Coast, except for the *Sintram* (2257 tons), a Ferris steamer hull rigged at South Freeport in 1920 and lost in collision the next year. After the *Sintram* the largest sailing vessel built on the Atlantic seaboard during or after World War I was the five-master *Carroll A. Deering* (2114 tons, 255.1 x 44.3 x 25.3 feet), launched at Bath in 1919. It is worth noticing in passing that all of these five-masted schooners were named in the old New England tradition for persons, except *Kineo, Sintram, Asta*, and the *St. Johns N. F.*, built at Bath in 1918—and she was later renamed *Edward B. Winslow*, while the *Asta* was renamed *Robert L. Linton*.

In the East Coast schooner-barge fleet, only a few have been rigged with five masts: *John Forsyth* (2198 tons), built at New London, Connecticut, in 1904; the steel tank barges *S. O. Co. No. 94* and *95*, (Plate 9) at Shooters Island, New York (4167 tons, 360.5 x 50 x 27 feet), in 1903; and the steel bauxite barge *Dykes* (2072 tons), at Baltimore in 1919. The *S. O. Co. No. 95* was towed around the world by the tanker *Richmond* in 1915-1916 and was thereafter operated on the Pacific coast.

A few years before World War I the *Snow & Burgess* (1591 tons), originally built at Thomaston, Maine, in 1878 as a ship and later a bark, was rerigged at San Francisco as a bald-headed five-masted schooner, while in 1919 the *William H. Smith* (1957 tons), built as a ship at Bath in 1883, was refitted at San Francisco as a five-topmast schooner after some years as a barge.

With the resumption of building wooden sailing vessels on the Pacific coast in 1916, five-masted schooners of several different types were laid down. Most were designed as bald-headed auxiliaries, but there were also auxiliaries with full topmast rigs, a few bald-headers in which engines were never installed, and a group designed as pure sailing vessels. Of the ninety-odd built, some eleven were laid down as sailing vessels, three were converted steamer or motorship hulls, and the remainder intended as auxiliaries (forty-one steam, the rest diesel).

Thus a group of forty steam auxiliaries (2020 to 2180 tons, 259 x 45 x 22 feet) was built for the French Government in 1918, half at Portland, Oregon, and half at Tacoma, Washington. Three British Columbia yards turned out some nineteen diesel auxiliaries (1370 to 1570 tons, 240 x 44 x

19 to 21 feet) for various French and Canadian owners during 1917 and 1918. Many similar vessels were built in Washington and Oregon, but with four-masted rigs. Three Washington and Oregon yards produced ten more auxiliaries (2373 to 2557 tons, 270 x 48 x 24 feet) for Norwegian interests in the same years. The tastes of American owners ran to more diversified types. A Tacoma yard built the steam auxiliary *Seaborn* (1296 tons, 220 x 44 x 17 feet) in 1916 and followed her the next year with the *H. C. Hansen, Betsey Ross* and *Levi W. Ostrander* (1630 to 1666 tons, 240 x 45 x 19 feet, the *Hansen* an auxiliary, the others not).

At St. Helens, Oregon, the auxiliary *City of Portland* (1791 tons, 276 x 48.3 x 19.1 feet: the largest single-decked vessel then built, she had a Howe truss between keelson and deck for longitudinal strength) was completed in 1916, followed the next year by the *City of St. Helens* and *S. I. Allard,* near-sisters. The *St. Helens* also had a bald-headed five-masted rig, but the *Allard* after receiving her engines had only four masts, the fifth being taken out to avoid interference with the exhaust uptakes. The same yard in 1918 built the *John W. Wells* (2527 tons, 267.8 x 47.8 x 26.6 feet), the largest non-auxiliary of this group, and the largest wooden sailing vessel built since the launch of the six-master *Wyoming* in 1909. The *Fanestrand* (2557 tons, 269. 4 x 49 x 24 feet), built at Aberdeen, Washington, in 1918, was the largest among the auxiliaries.

These West Coast vessels, it will be observed, divide roughly into two groups, those built with a single deck for lumber carrying, and those built with two or more decks for general freighting, a thousand tons larger and seven feet or so deeper on about the same length and beam. Thus alongside the *John W. Wells* was built the *Thistle* (1587 tons, 240 x 44 x 20.8 feet), also a five-master.

The smallest five-master of this period was the *Columbia River* (1200 tons, 231.6 x 42.8 x 17 feet), built at Aberdeen, Washington, in 1916. Designed as a bald-headed auxiliary, when her engines proved unavailable she was rigged by her master, Captain Neil Murchison, with a single yard on each of her first four masts with raffees above and below, and he took her to sea under that rig. In 1919 the *Bianca* (2139 tons), a hull first intended as a full-powered motorship, was fitted at Seattle with a variation of the same rig, in this case having topmasts. Two steamer hulls, the *Ecola* (Plate 10) in 1920 and the *Undaunted* in 1921, were rigged at Portland, Oregon, as five-masted schooners; they were Ferris hulls virtually identical with the *Sintram* on the East Coast, and with the six-master *Fort Laramie* and a group of five-masted barkentines on the West Coast.

An account of the last five-masters on the Atlantic has already been

given in THE AMERICAN NEPTUNE by Lieutenant Robert H. I. Goddard;[4] on the West Coast the last to survive was the *Vigilant* (1603 tons), built at Hoquiam, Washington, in 1920 by G. F. Matthews. After many years in the Puget Sound–Honolulu lumber trade she was sold in 1940 to Canadian owners who renamed her *City of Alberni* and ran her between British Columbia and Fiji with lumber and sugar. When last heard of, she was lying dismasted in a South American port. The *Cap Nord,* built at Vancouver by William Lyall in 1918, turned up in Germany in 1938 under the name *Andromeda,* having in the interim been Danish and Polish; she was refitted as a stationary training ship at Hamburg, where she may still be.

Outside of North America, five-masted schooners have been scarce. In Portugal one called *Cabo da Roca* (1184 tons, 245.6 x 40.9 x 17.3 feet) was built at Cabodello in 1919 and another, *Vasco da Gama* (1277 tons, 258.9 x 40.6 x 19.9 feet) at Figuera da Foz two years later; both wooden. *Lloyd's Register* lists as five-masted auxiliaries the *Hsin-fou* (1796 tons, 232.9 x 46.9 x 21.9 feet),*Hsin-liang* and *Hsin-pao* (sisters, 1441 tons, 238.6 x 42.7 x 21.9 feet), wooden vessels built at Hsinho, China, in 1918 and 1919; but judging from their engines they were probably full-powered steamers.

The Krupp yard at Kiel built five steel five-masted schooners (1827 to 1859 tons, 261.5 x 44.4 x 19.2 feet), in 1922 for F. A. Vinnen & Co., of Bremen, for the River Plate trade, all with names ending in *Vinnen* (Plate 10). They had diesel auxiliary, and were fitted with four yards each on the first and third masts, according to the ideas of a Captain Berckmann. Some may still be afloat. Their rig has caused much comment as to its proper designation, but 'five-masted two-topsail schooner' covers it adequately.[5]

In Italy the iron four-masted bark *Dundee* (2063 tons, 291.5 x 43.2 x 23.5 feet),built at Dundee, Scotland, in 1882, was rerigged as a five-masted motor schooner after being dismasted in December 1919. The *Perseveranza* (2452 tons, 246 x 45.9 x 26.2 feet), an auxiliary with a full five-topmast rig, built as a tanker of reinforced concrete at Lavagna, Italy, in 1922, completes the list of five-masted schooners.

[4] IV (1944), p. 58.

[5] cf. Underhill, *Sailing Ship Rigs and Rigging* (Glasgow, 1938) p. 8.

# *Square Sails and Raffees*

*BY CAPTAIN P. A. McDONALD*

THE reason that square sails and raffees (if carried) were in vogue on the Pacific more than elsewhere is due to the fact that the broad Pacific offers great stretches of trade wind belts making such sails of advantage. I have been shipmates with several variations of these sails in West Coast schooners, but since the *Crescent* represents a well-rigged fore-and-after in every respect I am sending along an accurate view of her under sail (Plate 11).[1] The rig of *Crescent* is, I think, the final and best result arrived at. The square sail was in two halves and their luffs' being bent to the shrouds of the Jacob's ladder made the sails quite handy and prevented their taking charge in a squall. The sail, of course, could be used to advantage only when the wind was abaft the beam, and the lee side was brailed in while the weather half was set.

There have been schooners with a so-called full square sail; that is, the square sail in one piece; but whether such a whole sail was set at one time I do not know. The lee side would be blanketed by the foresail and thus lose its pulling power. Such a whole sail would naturally have a ridge-rope running through its center from the head to the foot and ending up with a midship lashing or center tack.

The *Crescent* had a Jacob's ladder, as sketched in Figure 1, on the fore-side of the foremast. It was simply two wire shrouds extending from the cross-trees down to the deck where they were set up with a lashing or turn-buckles. By means of wooden rungs or ratlines it was possible for a man to bend or unbend the sail and reeve its gear.

Figure 2 shows the square sail and its gear. The foot of the sail was of necessity narrower than its head; the gear consisted of outhaul, inhaul, tack, brails and braces. The head of the sail was bent to iron hoops around the yard, which was protected on the topside with iron battens. The inner corner of the head was simply lashed to an eye-bolt under the yard. Both

[1] See also the six-masted schooner *Oregon Fir*, THE AMERICAN NEPTUNE, IV (1944), Plate 52 (opposite p. 315).

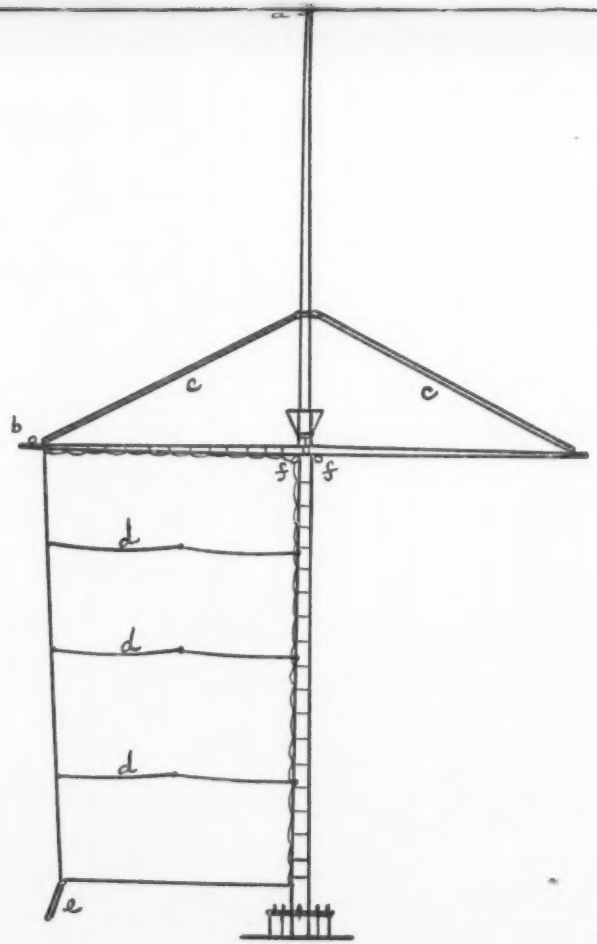



Figure 2. Fore-side of foremast of *Crescent* showing square sail and raffee gear. Only starboard half of square sail is bent. *a* raffee halyard block, *b* raffee sheet block, *cc* lifts and outhauls, *dd* brails, *e* tack, *ff* inhaul blocks. Not shown: braces, inhauls, port raffee gear, gaff foresail and gear, gaff topsail and gear.

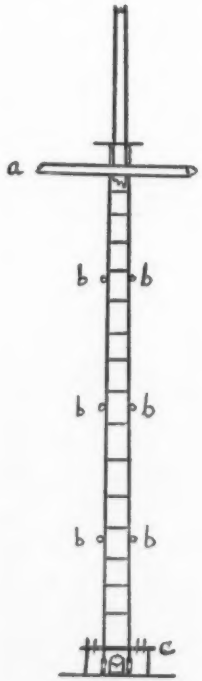



Figure 1. Fore-side of foremast of *Crescent* showing Jacob's ladder, *a* yard, *bb* brail blocks, *c* pin-rail.

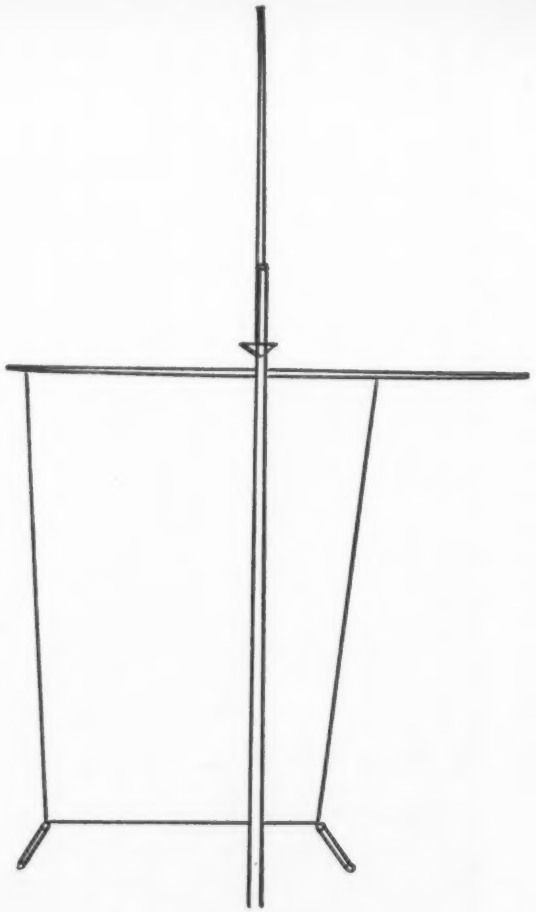


Figure 3. Square sail of schooner *Carrier Dove*.

the lift and the square sail outhaul passed through a double block at the lower mast cap; the outhaul then led through a sheave hole in the yard-arm and connected to the head of the sail. The inhaul passed through a block under the yard amidship and out to the yard-arm hoop. Inhaul, outhaul and brails led down to the fife-rail, all abaft the Jacob's ladder.

The brails were rove spilling around the sail through fair-leads. The standing part was bent to the shroud of the Jacob's ladder and the hauling part went through a block on the after part of the Jacob's ladder, down to the pin-rail (or fife-rail) around the foremast. When the sail was brailed in it was quite snug and often one had only to pass a gasket around the lower portion to make it secure when not in use.

I have also been shipmates with a square sail, the head of which hauled out and in on a traveller under the yard. In this case only one sail was used which could be hauled from port to starboard according to which quarter the wind was from. Figure 3 shows a sail which I had the very unpleasant job of handling as chief mate of the schooner *Carrier Dove*.[2] It was really a three-quarter sail and came as near being a whole square sail as could be handled to advantage. When brailed in for making fast the sail hauled in to the Jacob's ladder.

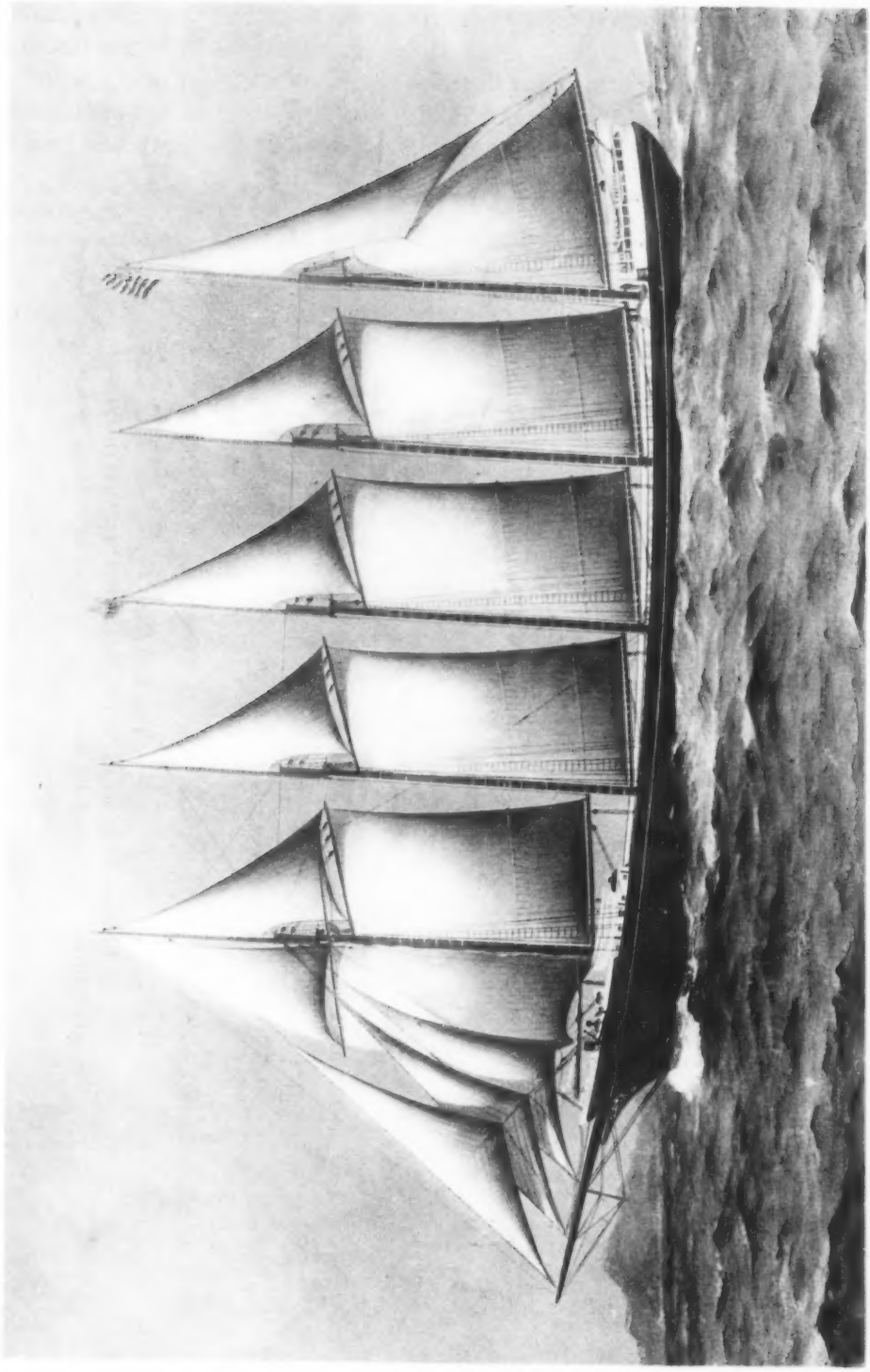
In the *Carrier Dove* we set a flying raffee, just as in the *Crescent*. This had only three ropes: halyard, sheet and tack. The halyard passed through a block at the topmast head. The sheet or outhaul went through a single block on top of the yard-arm and the hauling part led aft to the same place as the brace, near the mizzen rigging.

The raffee was set flying from the forecastle-head, in front of the square sail. Halyard and sheet being bent onto the sail, one hoisted away on both until the sail was even with the yard; then the sheet was hauled out two blocks and the sail stretched up by means of the halyard. The tack was then hauled taut and made fast before and somewhat to leeward of the foremast. To take in the raffee one simply lowered away on the halyard until the sail was blanketed by the square sail; then slacked away on both sheet and halyard until the sail reached the deck. Halyard and sheet were then unbent from the sail until to be used again.

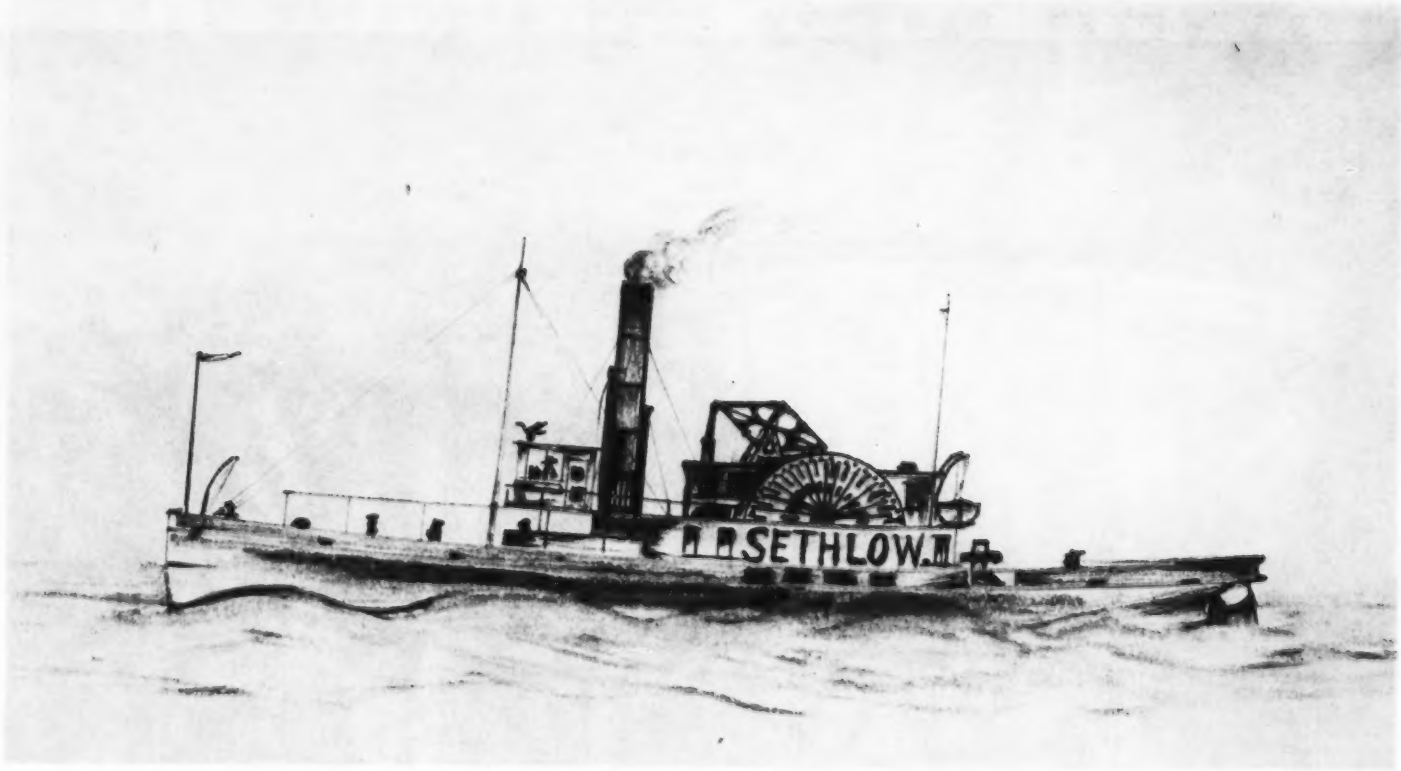
I was once chief mate of a big, clumsy schooner, the *Edward R. West*,[3] in which we carried the square sail in two halves, and above it we set two raffees which hoisted on a wire traveller alongside the topmast. These raffees handled very much in the same manner as a gaff topsail, by means

[2] Four-masted schooner of 707 tons, built at Port Blakely, Washington, 1890.

[3] Four-masted schooner of 835 tons, built at Aberdeen, Washington, 1902.



Schooner *Crescent*
1443 tons, built at Fairhaven, California, in 1901: burned at sea in 1918




Tug *Seth Low*

Built at Keyport, New Jersey, in 1861; burned in 1888

*Reproduced from a sketch by J. W. Somerville, made from his boyhood memory of the vessel*

of halyard, sheet and clew-line. Only the weather one was set at one time. I much prefer the flying kind.

West Coast vessels invariably set a half raffee and gaff topsail instead of the full raffee favored by Great Lakes schooners;[4] however the *Columbia River*[5] had a sort of full raffee something like the Lakers.

[4] See the three-masted schooner *J. B. Newland*, THE AMERICAN NEPTUNE, II (1942), Plate 48 (opposite p. 337).

[5] Bald-headed five-masted schooner of 1200 tons, built at Aberdeen, Washington, 1916.

# Notes

## The Trinity House Ship Models

In his article in The American Neptune for October 1944 Captain Chaplin accepts the identification of the most important of these models by Mr. Robinson and myself as the *Loyal London* and quotes freely from what we wrote on the subject in 1912. He has, however, overlooked a note of mine in *The Mariner's Mirror* for January 1942, in which, after thirty years interval and in the light of knowledge gained during that time, I went back on my previous opinion and said: 'On second thoughts, or perhaps fifty-second, I am inclined to accept the association with Sir Jeremy Smith, but to abandon the idea that the model represented one of the ships that he commanded, or indeed any actual ship.' My chief reason for this was that it was necessary to use the improbable scale of 1/34 to make the model fit the *Loyal London,* whereas a long study of models has convinced me that their scales are almost invariably based on some simple division of the normal foot-rule. The conclusion to which I came was that the model probably represented an imaginary ship, more or less the ship which Shish would have built, if he had had a chance to build a new 1st-Rate in 1674.

Two other models destroyed at the same time were a 60-gun ship of 1702-1707, rigged, very near the *Plymouth* of 1705 in dimensions, and a 90-gun ship on the 1719 Establishment, probably a model of the class in general.

R. C. ANDERSON

## Tug 'Seth Low'

The side-wheel tug *Seth Low* (Plate 12) was built in Keyport, New Jersey, in 1861 for the account of A. A. Low and Brother, prominent clipper ship owners of that time. She was named for the well-known educator, who at one time was president of Columbia College and also Mayor of New York City.

This boat was 126 feet long and, for her size, was very powerful. In 1862, she towed the *Monitor* to Cape Charles, arriving there 9 March 1862, but at once returned to New York while the *Monitor* passed on into Hampton Roads, where she fought the Confederate warship *Virginia* (ex-*Merrimac*).[1]

In 1879, Mr. William Astor's yacht was stuck on St. John's Bar and was towed off by two tugs, the *Oyster Boy* and *R. L. Mabey,* belonging to the late Dr. John C. L'Engle, but the bill charged was so high that Mr. Astor was never satisfied. So, on his return to New York, he sent the *Seth Low* to Jacksonville to work on the Bar and River in competition with Dr. L'Engle, instructing his captain to tow vessels in and out free, which was done; and, in some cases, in giving a captain his paid bill, he would also present him with a box of cigars. After a few months of this, Dr. L'Engle tried to buy the *Seth Low* and Mr. Astor's reply was that he would have to come to New York to talk trade, which the Doctor did; and it was said that, when the trade was made, Dr. L'Engle remarked, 'Well, it is a case of *dog eat dog*'. So the *Seth Low* remained at Jacksonville and operated as one of Dr. L'Engle's boats until she and the *Oyster Boy* were burned in Trout Creek, near Jacksonville, during the fall of 1888.

Strange to state that at about the same time this tug was burned, the old well-known import and export firm of A. A. Low and Brother closed out their business and retired.

In 1894, while building the triple expansion engine for the famous tug *Three Friends* (of Cuban filibuster fame), the

[1] See Alexander Crosby Brown, 'The Towboat *Seth Low*: An Unsung Hero,' The American Neptune, III (1943), 161-163.

cylinder (35″ dia.) of the *Seth Low* was cut off and became the low pressure cylinder of the *Three Friends*.

J. W. SOMERVILLE

## The Later History of American Sailing-Ships 'Sold Foreign'

### PART X

*Vessels built at Boston, Massachusetts*

*Denmark*. Bark, 582 tons, built 1835, at Boston, Massachusetts.
Sold to Norway 1872 renamed *Sarpsborg* [HDPS of Christiana]. Missing since February 1900.

*New World*. Ship, 1,417 tons, built 1846 at Boston, Massachusetts, by D. McKay.
Sold to Great Britain *c.* 1885 renamed *Kaiser Rudolph* [of Liverpool]. Hulked or sold 1887.

*Adventure*. Bark, 387 tons, built 1847 at Boston, Massachusetts.
Sold to Great Britain *c.* 1864 [VMLN of South Shields]. Abandoned 1878.

*Presto*. Bark, 478 tons, built 1847 at Boston, Massachusetts.
Sold to Norway *c.* 1875 [HVPK of Arendal]. Not in Reigster 1890.

*Brothers*. Bark, 567 tons, built 1848 at Boston, Massachusetts.
Sold to Holland renamed *Tweelingen*. Sold to Germany *c.* 1875 renamed *Ottilie* [JDCL of Danzig]. Wrecked August 1890.

*Plymouth Rock*. Ship, 1,017 tons, built 1849 at Boston, Massachusetts.
Sold to Norway previous to 1886 [of Sandefjord]. Abandoned at sea October 1890.

*Urda*. Bark, 484 tons, built 1850 at Boston, Massachusetts.
Sold to Norway 1876 [HGSR of Drammen]. Stranded 17 October 1898 Northumberland coast, wind force 10.

*Peter*. Bark, 498 tons, built 1852 at Boston, Massachusetts.
Sold to Sweden *c.* 1876 [HBLS of Gothenburg]. In Bureau Veritas Register 1906.

*Blanche Moore*. Ship, 1,838 tons, built 1854 at Boston, Massachusetts.
Sold to Great Britain 1860 [LFBW of Liverpool]. Wrecked 26 May 1867 near Wexford on voyage Liverpool-Calcutta.

*Oriental*. Ship 1,617 tons, built 1854, at Boston, Massachusetts.
Sold to India 1860 [QLJM of Bombay]. Foundered 19 November 1875 North Atlantic on voyage London-St. John, New Brunswick.

*Asa Eldridge*. Ship, 1,296 tons, built 1856 at Boston, Massachusetts.
Sold to Great Britain 1873 renamed *Norfolk* [NDPV of Liverpool]. Reported 'sold foreign' 1880 but not traced, probably broken up.

*Empress*. Ship, 1,294 tons, built 1856 at Boston, Massachusetts, by P. Curtis.
Sold to Great Britain 1863 [VTDR of London] and to Germany 1876 renamed *Elisabeth* [QDBT of Bremen]. Not in 1890 Register.

*Lucy Harriet*. Ship, 873 tons, built 1856 at Boston, Massachusetts.
Sold to Norway 1877 renamed *Josephing* [HNSB of Laurvig]. Abandoned at sea January 1890.

*Imperial*. Ship, 1,181 tons, built 1857 at Boston, Massachusetts.
Sold to Great Britain 1863 [TBDC of Liverpool]. Stranded 21 April 1869 near Gannet Rock, Canada, on voyage New Orleans - St. John, New Brunswick, salt.

*Salacia*. Bark, 423 tons, built 1857 at Boston, Massachusetts, by Kelly.
Sold to Australia 1874 [of Melbourne]. Wrecked 18 November 1876.

*Compeer*. Ship, 981 tons, built 1858 at Boston, Massachusetts.

Sold to Great Britain 1864 [VTGJ of London]. Abandoned on fire 13 October 1870 in 4° S, 67° E, crew rescued by French ship *Emma,* supplied with clothing, etc., and landed at Calcutta.

*Princess.* Ship, 1170 tons, built 1858 at Boston, Massachusetts.
Sold to Great Britain 1864 renamed *Countess of Minto* [of Greenock]. Broken up *c.* 1884.

*Franklin.* Ship, 1,091 tons, built 1859 at Boston, Massachusetts, by P. Curtis.
Sold to Germany 1885 renamed *Heinrich & Tonio* [KNQV of Geestemünde]. Sold to Norway 1888 [JTQP of Christiania]. Wrecked August 1893.

*Aaron L. Reid.* Ship, 1,367 tons, built 1860 at Boston, Massachusetts.
Sold to Great Britain *c.* 1863 renamed *Herbert* [TKNG of Liverpool]. Sold to Germany 1880 [RFWC of Hamburg] and to Norway 1888 [of Arendal]. Wrecked May 1892.

*General Putnam.* Ship, 1194 tons, built 1862 at Boston, Massachusetts.
Sold to Great Britain 1864 renamed *Waterloo* [VWCS of London].
Sold to Holland 1878, not traced later.

*California.* Ship, 1,232 tons, built 1864 at Boston, Massachusetts, by S. Hall.
Sold to Holland 1876 renamed *Wester Schelde* [of Middelbourg]. Sold to Germany 1879 renamed *Hermann* [QDGP of Bremen], 1892 renamed *Otto.* Hulked 1893.

*Fortune.* Bark, 1,011 tons, built 1868 at Boston, Massachusetts, by Curtis Smith & Co.
Sold to Germany *c.* 1888 renamed *Elise* [QDFR of Bremen]. Sold to Norway 1897 [JKDG of Christiania]. Sunk 1902.

*Vessels built at East Boston, Massachusetts*

*Horizon.* Bark, 436 tons, built 1852 at East Boston, Massachusetts. Sold to Norway 1876 renamed *Alexandra* [HNBD of Sandefjord]. Out of Register prev. 1902.

*Blue Jacket.* Ship, 1,443 tons, built 1854 at East Boston, Massachusetts, by R. E. Jackson.
Sold to Great Britain 1860 [LJBR of Liverpool]. Sailed from Lyttleton, New Zealand, 13 February 1869, wool and cotton for London. Burnt 9 March, 400-500 miles E of Falklands. Figurehead washed up about two years later on shore Rottnest Island, West Australia.

*Zephyr.* Ship, 1,356 tons, built 1854 at East Boston, Massachusetts.
Sold to Australia *c.* 1885 [of Adelaide]. Probably hulked not traced after 1903.

*Vitula.* Ship, 1,187 tons, built 1855 at East Boston, Massachusetts, by E. & H. O. Briggs.
Condemned at Rio Janeiro June 1867. Sold to Great Britain 1868 renamed *Bessie & Anna* [of Liverpool]. 1870 renamed *James Rowan* [of Liverpool]. Sold to Peru *c.* 1880 [of Callao], not further traced.

*Pericles.* Ship, 1089 tons, built 1860 at East Boston, Massachusetts, by J. Taylor.
Sold to Germany 1875 renamed *Therese* [QCRJ of Bremen]. Last record 1886.

*L. L. Sturges.* Ship, 1,268 tons, built 1860 at East Boston, Massachusetts, by S. Hall.
Sold to Germany 1886 renamed *Oberon* [QDWR of Bremen]. Wrecked November 1893.

*Susan Fearing.* Ship, 1157 tons, built 1861 at East Boston, Massachusetts.
Sold to Germany *c.* 1874 renamed *Constantia* [of Bremen]. Not in Register 1884.

*Fleetford.* Ship, 1,061 tons built 1864 at East Boston, Massachusetts, by P. Curtis.
Sold to Norway *c.* 1883 renamed *Aarvak* [HNPV of Laurvig]. Hulked 1905.

*Chieftain.* Ship, 1,268 tons, built 1865 at East Boston, Massachusetts, by P. Curtis.

Sold to Peru *c.* 1874 renamed *Isabel* [of Callao]. Sold to Germany 1877 renamed *Galatea* [of Bremerhaven]. Not in 1866 Register.

*Ethan Allen.* Bark, 467 tons, built 1865 at East Boston, Masachusetts.
Sold to Japan prev. 1890 renamed *Choyetsu Maru* [HCBM of Hiogo]. Lost by fire 1897.

*Nancy.* Bark, 950 tons, built 1867 at East Boston, Massachusetts, by J. E. Townsend.
Sold to Holland *c.* 1876 renamed *Catherine* [of Amsterdam]. Out of Register 1880.

*Highlander.* Ship, 1,352 tons, built 1868 at East Boston, Massachusets, by S. Hall.
Sold to Holland December 1893 [PBHC of Amsterdam]. Returned to American Registry *c.* 1901 and reduced to barge.

*Vessels built at South Boston, Massachusetts*

*Mameluke.* Ship, 1,250 tons, built 1855 at South Boston, Massachusetts, by E. & H. O. Briggs.
Sold to Great Britain 1863 renamed *Milton* [VTPR of London]. Wrecked 24 August 1879, 3 miles E of Grand Etang, Gaspe, on voyage Brisbane-Quebec.

*Joseph Peabody.* Ship, 1,198 tons, built 1856 at South Boston, Massachusetts, by E. & H. O. Briggs.
Sold to Great Britain 1863 renamed *Dagmar* [VNDM of Liverpool]. Hulked 1886.

*Regent.* Ship, 930 tons, built 1860 at South Boston, Massachusetts, by E. & H. O. Briggs.
Sold to Italy previous 1886 [RPSV of Naples], later sold to Austria [HQMP of Trieste]. Out of Register 1890.

*Vessels built at Chelsea, Massachusetts*

*Shawmut.* Bark, 945 tons, built 1853 at Chelsea, Massachusetts.
Sold to Great Britain 1865 renamed *Warrior* [VSHT of London]. Wrecked 20 November 1881 at Tripoli, wind NE, force 10.

*Neptune's Favorite.* Ship, 1,194 tons, built 1854, at Chelsea, Massachusetts, by Jotham Stetson.
Sold to Great Britain 1865 renamed *Mataura* [VGMP of Glasgow]. Stranded 27 November 1872 at Tennessee, on voyage Liverpool-New Orleans. Not traced after 1883.

*Benjamin Bangs.* Ship, 1,142 tons, built 1860 at Chelsea, Massachusetts, by J. Taylor.
Sold to Norway 1874 [HWPS of Tönsberg]. Broken up 1907.

*Vessels built at Medford, Massachusetts*

*Tartar.* Bark, 491 tons, built 1831 at Medford, Massachusetts.
Sold to Australia previous 1860 renamed *Melbourne* [TBNC of Melbourne]. Store ship for Victoria Government 1880.

*Ida.* Ship, 592 tons, built 1835 at Medford, Massachusetts.
Sold to Norway *c.* 1876 [of Arendal]. Abandoned at sea May 1890.

*Omega.* Bark, 401 tons, built 1836 at Medford, Massachusetts.
Sold to Australia 1864 [TNDB of Sydney]. Store-ship at Wellington, New Zealand, until 1899.

*Thomas H. Perkins.* Ship, 904 tons, built 1845 at Medford, Massachusetts.
Sold to Great Britain 1864 renamed *Anstruther* [VNKM of London]. Out of 1880 Register.

*Harmonie.* Bark, 475 tons, built 1846 at Medford, Massachusetts.
Sold to Norway 1876 [JGKL of Flekkefjord]. Foundered October 1890.

*Helen McGaw.* Bark, 683 tons, built 1847 at Medford, Massachusetts.
Sold to Norway 1875 renamed *Roska* [HQLF of Skien]. Remetalled in 1902 but not traced after 1904.

*Niobe.* Bark, 817 tons, built 1847 at Medford, Massachusetts.
Sold to Great Britain 1864 renamed *Recovery* [VNRD of Liverpool]. Hulked 1888.

*Robert.* Bark, 805 tons, built 1848 at Medford, Massachusetts.
Sold to Australia [WNGF of Sydney, New South Wales]. Stranded 1 December 1879 in 10° 9′ S, 152° 22′ W (Vostock Island) on voyage New South Wales-Honolulu, coal.

*Napoleon.* Bark, 739 tons, built 1851 at Medford, Massachusetts.
Sold to Norway 1860 [HCLM of Sarpsborg]. Condemned 1894.

*Hortensia.* Bark, 795 tons, built 1853 at Medford, Massachusetts.
Sold to Norway 1874 [HVFQ of Porsgrund]. Wrecked 30 March 1891.

*Fleetwing.* Bark, 800 tons, built 1854 at Medford, Massachusetts.
Sold to Australia 1880 [QHRF of Melbourne]. Hulk 1903.

*Goddess.* Ship, 1,100 tons, built 1855 at Medford, Massachusetts, by Hayden & Cudworth.
Sold to Great Britain *c.* 1864 and to Norway 1876 renamed *Nordens Dronning* [JKRD of Stavanger]. Out of 1890 Register.

*Young Greek.* Bark, 464 tons, built 1855 at Medford, Massachusetts.
Sold British 1864 [TCVS of Hongkong]. Broken up *c.* 1889.

*Bunker Hill.* Ship, 994 tons, built 1857 at Medford, Massachusetts, by J. O. Curtis.
Sold to Spain 1877 renamed *Elcano* [of Manila]. Last record 1886.

*Lizzie.* Bark, 502 tons, built 1857 at Medford, Massachusetts.
Sold to Holland *c.* 1878 renamed *Lina* [of Flushing]. Out of Register 1890.

*Nautilus.* Bark, 508 tons, built 1858 at Medford, Massachusetts.
Renamed *Ottone* [nationality and date untraced]. Sold to Norway 1866 renamed *Christiania* [HKNB of Horten]. Abandoned at sea 1895.

*Susan Hincks.* Ship, 885 tons, built 1861 at Medford, Massachusetts.
Sold to Great Britain *c.* 1874 renamed *Emilia* [LHKW of South Shields]. Broken up 1888.

*Eastern Belle.* Ship, 1,102 tons, built 1863 at Medford, Massachusetts, by S. T. Foster.
Sold to Great Britain 1864 [VWLB of Dumbarton]. Sold to Austria 1883 renamed *Dora* [HFNR of Lussinpiccolo]. Not in 1890 Register.

*Madawaska.* Barkentine, 500 tons, built 1866 at Medford, Massachusetts, by Hayden & Cudworth.
Sold to Italy 1876 [QHWF of Messina]. Sold to Greece 1891 renamed *Maria* [HNGM of Scios]. Sold to Turkey *c.* 1898 renamed *Muradié* [of Scutari]. Out of Register after 1906.

*Don Quixote.* Ship, 1,168 tons, built 1868 at Medford, Massachusetts, by J. F. Foster.
Sold to Germany 1884 for $30,000 [QDHM of Bremen]. Sold to Norway 1896 [HFLP of Christiania]. Out of Register 1908.

*Vessels built at New Bedford, Massachusetts*

*Pauline.* Bark, 407 tons, built 1831 at New Bedford, Massachusetts.
Sold to Norway *c.* 1877 [HGPN of Drammen]. In 1898 Register (note age!)

*William Wilcox.* Bark, 881 tons, built 1863 at New Bedford, Massachusetts, by W. Wilcox.
Sold to Canada 1888 [VTCG of Quebec]. Sold to Argentine 1898 and hulked.

*Vessels built at Newburyport, Massachusetts*

*Rambler.* Bark, 483 tons, built 1844 at Newburyport, Massachusetts.
Sold to Norway 1868 renamed *Haugesund* [JMVB of Stavanger]. Broken up previous to 1890.

*Far West.* Bark, 682 tons, built 1846 at Newburyport, Massachusetts.
Sold to Great Britain 1865 [VLTS of Newport, Mon.]. Abandoned leaking 15 July 1880 in 33° 18′ N, 18° W, on voyage Newport, Mon.-Rio Janeiro.

*Blencathea.* Ship, 804 tons, built 1847 at Newburyport, Massachusetts.
Sold to Great Britain 1860 [PSFV of Liverpool]. Abandoned 12 April 1873 in 46° 30′ N, 29° 28′ W.

*Raduga.* Bark, 587 tons, built 1848 Newburyport, Massachusetts, by Currier & Townsend.
Sold [date and nationality untraced] renamed *Iolani.* Sold to Canada 1874 renamed *Modesta* [of Maitland, Nova Scotia]. Foundered 14 February 1880 in 42° 43′ N, 46° 30′ W, wind force 12, on voyage New York-Dunkirk, petroleum.

*Harald Haarfager.* Bark, 1165 tons, built 1850 at Newburyport, Massachusetts. Sold to Norway 1875 [JKQD of Stavanger]. Broken up 1897.

*Volant.* Bark, 987 tons, built 1853, at Newburyport, Massachusetts.
Sold to Great Britain 1864 renamed *Kenilworth* [VLKR of Swansea]. Lost 1877.

*Free Trade.* Ship, 1,188 tons, built 1854 at Newburyport, Massachusetts, by Currier.
Sold to Belgium 1875 renamed *Helvetia* [MBJS of Antwerp]. Sold to Sweden 1876 renamed *Edvard* [HPLJ of Hudviksvall]. Sold to Russia *c.* 1895 [of Abo]. Abandoned at sea February 1896.

*Lyra.* Bark, 930 tons, built 1855 at Newburyport, Massachusetts.
Sold, renamed *Union* [nationality and date not traced]. Sold to Holland 1874 renamed *Maria* [PKMC of Rotterdam]. Out of Register 1894.

*Albion.* Ship, 1,127 tons, built at Newburyport, Massachusetts.
Sold to Great Britain 1864 [QDRM of Bristol]. Wrecked 1865 Staten Island, South America.

*Sarah Newman.* Bark, 899 tons, built 1857 at Newburyport, Massachusetts.
Sold to Denmark 1871 renamed *Ceferina* [of St. Thomas, Dutch West Indies]. Sold to Great Britain 1877 [of London] and to Germany 1886 renamed *Hohenzollern* [QCWS of Bremerhaven]. Out of Register 1890.

*Charles H. Lunt.* Ship, 1,042 tons, built 1859 at Newburyport, Massachusetts.
Sold to Great Britain 1864 renamed *Red Rover* [VNLM of London]. Sold to Sweden 1876 renamed *Sverige* [of Gothenburg]. Out of Register prev. 1886.

*Jehu.* Bark, 259 tons, built 1859 at Newburyport, Massachusetts.
Sold to Great Britain *c.* 1873 [of London]. Sold to Norway 1890 renamed *Flora* [of Holmestrand]. Out of Register 1894.

*John Porter.* Ship, 1,046 tons, built 1859 at Newburyport, Massachusetts.
Sold to Germany 1876 renamed *A. H. Wille* [of Hamburg]. Sold to Norway 1888 renamed *Dagny* [JDVR of Mandal]. Not traced after 1895.

*Prince Imperial.* Ship, 993 tons, built 1862 at Newburyport, Massachusetts.
Sold to France *c.* 1873 renamed *France* [of Dunkirk]. No further record.

*Longmore.* Ship, 1,260 tons, built 1863 at Newburyport, Massachusetts, by J. Currier.
Sold to Great Britain *c.* 1875 renamed *Avonmore* [VLPJ of Liverpool]. Sailed Cardiff September 1876 for Montevideo, arrived River Plate seventy days out, thence to Callao and received orders to load guano at Huanillos arriving 8 May 1877. Lost in a tidal wave there the next day. See 'A Tidal Wave at Huanillos, Chile, in 1877,' THE AMERICAN NEPTUNE, I (1941), 108-115.

*Mary & Elsie.* Bark, 771 tons, built 1864 at Newburyport, Massachusetts, by E. S. Moseley.

Sold to Holland *c.* 1874 renamed *Pieter Adolph* [PQHD of Amsterdam] and 1886 renamed *Neerlands Vlag* [of Schiedam]. Broken up 1905.

*Portlaw.* Ship, 1,184 tons, built 1864 at Newburyport, Massachusetts, by E. Manson.
Sold to Great Britain 1874 [LKQV of Liverpool]. Wrecked 16 November 1883 off Miquelon, wind force 12, on voyage Quebec-Greenock, timber.

*Waitemata.* Bark, 651 tons, built 1864 at Newburyport, Massachusetts.
Sold to Great Britain 1867 renamed *Jessie Gilbert* [WGVF of London]. Missing since 13 January 1879.

*Envoy.* Bark, 548 tons, built 1867 (or 1869) at Newburyport, Massachusetts.
Sold to Norway *c.* 1875 renamed *Agder* [JGCS of Farsund]. No record after 1890.

*Metis.* Bark, 626 tons, built 1868 at Newburyport, Massachusetts, by Currier & Co.
Sold to Spain 1877 renamed *Teodora* [of Manila]. 1888 renamed *Josefina* [JRTF of Barcelona] and in 1896 renamed *Llusa* [of Barcelona]. Out of Register before 1904.

*James G. Pendleton.* Bark, 948 tons, built 1871 at Newburyport, Massachusetts, by Gilman & Kingsbury.
Sold to Norway 1893 [HNSJ of Laurvig]. Last record 1902.

*Exporter.* Ship, 1,369 tons, built 1874 at Newburyport, Massachusetts, by G. W. Jackman.
Sold to Norway 1894 renamed *Fantasi* [HKVM of Tönsberg]. Sold to Italy 1902 [PFQJ of Genoa]. Out of Register after 1908.

*G. C. Trufant.* Ship, 1558 tons, built 1874 at Newburyport, Massachusetts, by J. Currier.
Sold to Great Britain *c.* 1875 [NCFJ of London]. Foundered 22 January 1884, 150 miles southeast of Hongkong, on voyage Manila-Hongkong.

*Sapphire.* Ship, 1,864 tons, built at Newburyport, Massachusetts, by J. Currier.
Sold to Great Britain 1878 [SQVP of London]. Arrived Philadelphia July 1888 leaking. Sold to Norway 1892 renamed *Erling* [JHSF of Stavanger]. Last record 1905.

*Vessels built at Quincy, Massachusetts*

*Magdalena.* Ship, 1,295 tons, built 1856 at Quincy, Massachusetts, by Thomas.
Sold to Germany *c.* 1871 [QCLP of Bremen] and to Holland 1895 [PJWD of Amsterdam]. Not traced after 1902.

*Athena.* Ship, 1,018 tons, built 1857 at Quincy, Massachusetts.
Sold to Germany 1871 [QBJH of Geestemünde]. Stranded 19 July 1886 Sanday, Orkney Islands, on voyage Hamburg-New York, salt.

*Isle of Wight.* Ship, 1,253 tons, built 1862 at Quincy, Massachusetts, by Thomas.
Sold to Great Britain *c.* 1868 [of London]. Foundered 18 June 1873 in 29° 15′ S, 32° 51′ E, on voyage Rangoon-London.

*Charles Lüling.* Bark, 1,231 tons, built 1865 at Quincy, Massachusetts, by G. Thomas.
Sold to Germany 1872 [QCGR of Bremen]. Lost 5 April 1893 at mouth of Mississippi River, stated to be fault of pilot.

*Dexter.* Ship, 1,257 tons, built 1867 at Quincy, Massachusetts, by G. Thomas.
Sold to Germany 1878 renamed *Sophie* [KNLC of Geestemünde]. Sold to Norway 1889 [HDVW of Christiania]. Out of Register 1904.

*Red Cloud.* Ship, 1,980 tons, built 1878 at Quincy, Massachusetts, by G. Thomas.
Sold to Germany 1882 renamed *Carl Friedrich* [QDMC of Bremen]. Stranded November 1893 in Java sea and condemned. On voyage New York-Hongkong.

*Vessels built at Salem, Massachusetts*

*North West.* Bark, 286 tons, built 1846 at Salem, Massachusetts.
Sold to Australia 1864 renamed *Chance* [TLNR of Melbourne]. Dismantled 1890, still afloat 1903.

*Collin C. McNeil.* Bark, 429 tons, built 1865 at Salem, Massachusetts.
Sold to Portugal prev. 1886 renamed *Esperanca* [of Terceira]. Lost 1890.

*Vessel built at Swansea, Massachusetts*

*Marie Amelie.* Bark, 713 tons, built 1854 at Swansea, Masachusetts.
Sold to Norway *c.* 1874 renamed *Sverre* [HBGC of Fredrikshald], 1900 renamed *Svea* [MBGC of Sarpsborg]. Broken up 1901.

*Vessel built at Hallowell, Maine*

*Scotland.* Ship, 614 tons, built 1855 at Hallowell, Maine.
Sold to Denmark January 1878 damaged for Kr. 10,650, renamed *Sjælland* [of Copenhagen]. Drifted ashore 14 January 1880 Tripoli, North Africa.

*Vessel built at Harrington, Maine*

*J. C. Reed.* Bark, 307 tons, built 1874 at Harrington, Maine.
Sold to Spain 1876 renamed *Nalon* [PWQD of Cienfuegos]. Condemned 1895.

*Vessel built at Machias, Maine*

*Exile.* Bark, 571 tons, built 1863 at Machias, Maine.
Sold to South Africa 1864 renamed *Lord Clarendon* [SCJM of Cape Town]. Abandoned 5 January 1879 in 33° 20′ N, 71° 40′ W.

*Vessel built at Phippsburg, Maine*

*Atlantic.* Ship, 1,079 tons, built 1858 at Phippsburg, Maine.
Sold to Great Britain *c.* 1871 [of Liverpool]. Missing since 8 April 1874, passed Holyhead on voyage Liverpool-Aden, coal.

*Vessel built at Prospect, Maine*

*Iris.* Ship, 993 tons, built 1855, at Prospect, Maine.
Sold to Great Britain *c.* 1864 renamed *Clydesdale* [TWPB of Glasgow]. Wrecked 23 October 1880 West Bay, Parrsboro, Nova Scotia. Wind SE, force 10.

*Vessel built at Rockport, Maine*

*Jennie Harkness.* Bark, 1,305 tons, built 1879 at Rockport, Maine, by J. Pascal.
Sold to Germany 1898 renamed *Frieda* [QGLW of Bremen]. Wrecked November 1901.

*Vessel built at Stockton, Maine*

*Arizona.* Bark, 542 tons, built 1864 at Stockton, Maine.
Sold to Norway 1876 [JFNW of Maudal]. Broken up 1904.

*Vessels built at Waldoboro, Maine*

*President.* Ship, 1172 tons, built 1860 at Waldoboro, Maine.
Sold to Norway *c.* 1873 renamed *Præsident* [JFMS of Mandal].

*Otis Norcross.* Ship, 1,167 tons, built 1862 at Waldoboro, Maine.
Sold to Holland 1876 renamed *Gebroeders Van der Beek* [of Middleburg]. Sold to Norway 1883 renamed *Tellus* [HKQS of Tönsberg].

*Elodia A. Kennedy.* Bark, 718 tons, built 1866 at Waldoboro, Maine.
Sold to Sweden *c.* 1876 renamed *Hindiborg* [of Gothenburg]. Out of Register before 1886.

*Annie Fish.* Ship, 1460 tons, built 1868 at Waldoboro, Maine, by Reed, Welt & Co.
Sold to Germany 1888 renamed *Susanne* [QDLM of Bremen]. Last record 1902 (Bureau Veritas).

*Vessel built at Woolwich, Maine*

*Charles Davenport.* 975 tons, built 1856 at Woolwich, Maine.
Sold to Great Britain prev. 1874 [MFQR of South Shields]. Broken up 1877.

*Vessels built at Yarmouth, Maine*

*P. G. Blanchard.* Ship, 1,213 tons, built 1862 at Yarmouth, Maine, by S. C. Blanchard.
Sold to Norway November 1883 [JCBL of Lillesand]. Sprang a leak 1886 and put into Queenstown. Not in Register after 1906.

*Willard.* Bark, 614 tons, built 1864 at Yarmouth, Maine.
Sold to Ireland *c.* 1864 renamed *Hero* [JKCV of Belfast]. Out of Register 1878.

*Vessels built at New York Ports*

*Marathon.* Bark, 534 tons, built 1833 at New York.
Sold to Great Britain 1857 [PNTS of London]. Wrecked 1869.

*Clinton.* Brig, 379 tons, built 1838 East Haven, New York (rebuilt 1866).
Sold to Sweden *c.* 1873 [HBNG of Fiskebäckskil]. Opened and surveyed 1902. Not in register after 1906.

*Patrick Henry.* Ship, 837 tons, built 1839 at New York.
Sold to Great Britain 1868 [HDJG] of Liverpool]. Hulked or broken up 1884.

*South Carolina.* Ship, 1559 tons, built 1851 at Williamsburg, New York.
Sold to Great Britain *c.* 1860 [QRSG of Liverpool]. Broken up *c.* 1886.

*Robert Mills.* Bark, 475 tons, built 1852 at New York.
Sold to Great Britain 1863 [QGKJ of Liverpool]. Out of Register 1886.

*James Foster, Jr.* Ship, 1427 tons, built 1854 at New York, by William H. Webb.
Sold to Germany *c.* 1882 renamed *Hudson* [QDPF of Bremen]. Out of Register 1890.

*Alamo.* Bark, 612 tons, built 1855 at New York, by William H. Webb.
Sold to Germany 1874 [QCBL of Bremen]. Last record 1880.

*Mindoro.* Bark, 297 tons, built 1856 at Richmond, S. I., New York.
Sold to Norway 1884 renamed *Mindora* [HQVB of Brevig]. Abandoned at sea March 1898.

*Marianna.* Schooner, 364 tons, built 1861 at Greenpoint, New York, by Wecknow.
Sold (date unknown) renamed *Betty* [nationality uncertain]. Sold to Germany 1876 renamed *Clara* [QBMJ of Rubnitz]. Sold to Sweden 1899 [JHBK of Gnövik]. Wrecked November 1904.

*Harriett.* Bark, 769 tons, built 1863 at Greenpoint, New York, by E. Williams.
Sold to Germany *c.* 1874 renamed *George* [QCML of Bremen]. Sold to Holland 1887 [NTBC of Farmsum]. Abandoned at sea 1890.

*Johanne Augusta* (or *Auguste*). Bark, 443 tons, built 1864 at Williamsburg, New York.
Sold to Norway 1876 [HCRD of Soon]. Store ship for ice 1898.

*Oriana.* Bark, 308 tons, built 1864 at Williamsburg, New York, by Webb.
Sold to Chili 1886 renamed *Clarita* [of Ancud]. Foundered August 1889.

*Panama.* Bark, 701 tons, built 1868 at Brooklyn, New York, by Webb and Bell.
Sold to Germany *c.* 1876 renamed *Lasker* [QCRF of Bremen]. Not in Register for 1884.

*Guthenburg.* Ship, about 1000 tons, of New York.
Sold to Great Britain *c.* 1867 renamed *Lord Lyon* [LRBP of Newcastle on Tyne]. Stranded 4 March 1879 Almeria Bay, Spain. On voyage Tripoli-Tyne, esparto grass and iron ore.

*Vessel built at San Francisco, California*

*Pacific Slope.* Bark, 799 tons, built 1786 at San Francisco, California, by Boole & Webster. Sold to Australia 1885 [WDHQ of Sydney, New South Wales]. Missing since 20 February 1889 on voyage Newcastle, New South Wales-Shanghai.

DANIEL R. BOLT.

# Documents

## Thomas Truxtun on Salutes

[From a manuscript letter from Thomas Truxtun to an unidentified correspondent, owned by Mrs. Truxtun Beale, Washington, D. C.]

Philadelphia 20th May 1819.

Dear Sir

In reply to your several questions, contained in the note you did me the honor to write to me this morning, I must observe—that in whatever could touch the honor and interest of our beloved country and its flag—I always felt very tenacious, and always took a deep interest. And when I commanded a squadron of ships of war of the United States, I made it an undeviating rule, not to salute a fortress on anchoring in any foreign port road or harbour, until I first ascertained, and received assurances from the Governor or Officer commanding—that an equal number of guns should be immediately returned me, which in every instance, where I saluted, was promptly done.

The British men of war I would not salute, because the commander of their squadrons, had declared they would return two gun less, and hence I passed in and out of their various anchorages, without this sort of ceremony.

On my arrival however at Port Royal, Jamaica, after the action with *La Vengeance* French man of war, Sir Hyde Parker, the British Admiral on that station, treated me personally with marked attention and respect, and at the same time afforded every relief in his power to the *Constellation* a frigate that needed it, and then wearing my broad pendnant. He at the same time informed me, by an officer I sent on board his flag ship, that if I saluted him he must return me two guns less than I honored him with, and because it was not only their practice, but a standing order from the Lords Commissioners of the Admiralty. As soon as I received this answer from Sir Hyde, by the officer I had specially sent to him on the subject of a salute, I determined to save my powder, went into port and anchored. But no sort of misunderstanding took place between the British Admiral & myself, in consequence of my saluting him, nor did a word pass between us on the subject for more than a week after my arrival, tho' we were daily together. At length one day after dinner, at his own house in the country, a few miles from Port Royal, he observed to me, *pleasantly*, that he was extremely sorry, a salute had not passed between us, on my arrival. I replied, that I wished it, and was prepared for it on approaching Port Royal, but that I could not do it, from the answer he sent me by my officer, that he must return me two guns less. Sir Hyde observed that such was the universal custom observed by them towards all nations. I then asked the Admiral to be good enough to answer me a question to viz. That if England and France were at peace, and a French Admiral of the same grade with himself, was to enter Port Royal and salute him, whether he would not return him an equal number of guns. He answered me thus 'I rather think I should.' When I replied, that I was perfectly satisfied with my own conduct, in not saluting him, as he had declared he must return me two guns less, Sir Hyde observed 'Why really Commodore I do not understand you.' When I said, 'I will, Sir, endeavour to make myself understood,' and proceeded thus.

'In England, Sir Hyde, you have a King, but in the United States we have no King, but a President, who is certainly on a footing with your King, both being Chief Majistrates of our respective nations. So it is in your Navy you have Admirals, who command your

fleets and squadrons, but in the United States we have no Admirals, and the highest grade of officers in our Navy, is a Commodore, who wears a broad pendnant, when charged with the direction and opperations of a fleet or squadron, by orders of the Government of the United States.'

'Now Sir a nation may give any name it pleases to its chief officers and if England call her highest grade of marine officers Admiral, and the United States call her highest grade Commodore, those Officers placed in charge of fleets or squadrons, are precisely on a footing, when they meet, for both are Commanders in Chief, and both wear the highest insignia as such, known to the laws of their respective nations, however such insignia may differ in form, size or shape —whether the insignia of the Admiral be a flag, and that of a Commodore be a broad pendnant.'

To these observations Sir Hyde merely observed, that they certainly put the thing on a different footing, to what he had ever noticed it before—and they required great consideration and here the matter rested. But I never did, nor never would salute them on the arrogance set up of returning two guns less.

As to the affair of the *Essex*, at Gibralter, which Lord Cochrane takes notice of in his correspondence with Captn Biddle his Lordship was mistaken, for I was not in command in the Mediterranean, tho' that squadron was first destined for my command as he knew, but I did not go out. Had I been in the Mediterranean Sea, commanding the ships of the United States, I certainly should have acted very different to what Lord Cochrane intimates, and I believe and I hope, that the American feeling will never permit such degradation as he unjustly imputes, to the captain of the *Essex*. Yet I can have no doubt but Lord Cochrane had been misinformed of what he asserts, by some chattering person unfriendly to our nation & Navy, or he would never have noticed in an official correspondence, so inconsistent a tale as to salutes generally, they should in my opinion be considered on entering or going out of port, *national* without regard to the officer commanding on either side, for if a man of war of one nation salutes the flag of another, it is the nation that should be considered as saluted and not the rank of any officer commanding, and hence an equal return of guns should be made, unless a national regulation is gone into to the contrary—and why a distinction should be made between forts & ships, I could never see, as the former always return an equal number of guns, be the salute made by an Admiral, or any inferior officer commanding a public vessel, otherwise no salute is fired—and in this view of the subject there is a perfect equality—it bears on all alike, for it may fall to the lot of the flag of A to be saluted to day or tomorrow or visa versa.

When private ships salute national ships or fortresses—the rule should be to return two guns less, *but gun for gun in all national complimentary salutes.*

Since my remembrance, there has always been controversies in the maritime world on the subject of salutes, and unless settled by treaty all salutes should be considered optional—that is, to salute or not, but when a public Ship salutes, the return should be reciprocal, as if one gentleman salutes another by taking off his hat, he has a right to expect an equal return, and if it is not made, it is reasonable to impute the neglect, to either a want of good breeding, or, to arrogance.

### Miscellaneous Disasters from Pirates, Privateers and Indians

Usually on the long voyages to Eastern Seas tedious days dulled by loneliness and routine followed each other through the monotonous weeks. But most ship's companies were resigned to anything from a leaky deck to mutiny; from at-

tack by privateers on the high seas, by pirates in the East or by Indians on the Northwest Coast. And excitement when it came was apt to be memorable to those who survived it.

Like cholera, typhoons and the plague, piracy has been endemic in the China Seas since ancient times. It was especially virulent in the years before 1812. In this period when Americans were establishing their commerce, Chinese pirates were well organized and numerous. Accurate information is scarce, but in numbers such nests as the Bocca Tigris were estimated at from 100 to 600 junks. These varied in size from 80 to 300 tons. Well manned but poorly armed, they usually carried 4 to 8 guns each, mounted amidships on fixed blocks and lashed together, an arrangement effective only abeam and at point blank range.[1] Pirate junks were wary therefore in attacking unless the advantage was clearly theirs. This was assured by mass attacks on single vessels. Individual efficiency would have made them a far greater menace to merchantmen.

When possible, foreign vessels made their way through the China Seas and up the river from Macao to Whampoa in groups. Thus in January 1796 the supercargo of the *John Jay* wrote, 'We should have waited a more effectual recovery of our crew [from small pox] if it had not been for the opportunity of sailing in company with five more Americans who had been waiting four days for us and who also have agreed to keep company thru the China Seas and Straits of Banca and Sunday. Seas and straits which have now become very dangerous on account of pirates, and in passing which single vessels if not very well armed are frequently taken.[2]

[1] Hugh Murray and others: *An Historical and descriptive account of China*, III, 102; K. S. Latourette, *A History of Early Relations between the United States and China* (1917) p. 48 ff; C. F. Newman: *History of Chinese Pirates*.

[2] Quoted by G. S. Kimball, *The East India Trade of Providence, 1787-1807* (1896), p. 16.

Every strange vessel was subject to suspicion. The caution with which they regarded each other in these waters is indicated in a passage in the *Ophelia's* Journal.[3] Homeward bound from Canton, 'In the northern part of Banca straits we saw . . . a brig and a ketch under Malayan colors both armed and a considerable number of men on board. They were also standing to the northward and when we passed them, on board the ketch we observed a man with a lighted match standing near a gun. But I believed it to be more as a measure of precaution than from any intention of offensive measures. However I think it highly probable they were pirates but considered our ship an over match for them. Our guns were in readiness and double shotted as were also our muskets and had they given cause by commencing any act of hostility we should have probably destroyed them both as there was a commanding breeze and they were completely in our power . . .'

In the *Salem Register* for 6 July 1806 there is an account of a capture by Malay pirates, one of several current at the time. Its terse report explains better than any description can the need for caution in the presence of such craft: 'The ship *Putnam*, Capt. John Carlton, was captured by the Malays November 28, 1805 and several of the crew were massacred. The ship was at anchor in the outer roads of Rhio, Island of Bintang, where she had been trading with the natives for pepper, and the captain had closed his business. A Malay brig, belonging to Lingen, a neighboring island was lying in the inner roads, besides two Eng. brigs . . . Capt. Carlton, having been ashore, was informed on his return that a boat from the Lingen brig had visited his ship, and from their behavior had excited strong suspicions of a design to cut her off. They had also been on board several times before, appearing to gratify their curiosity.'

'Captain Carlton endeavored to excite

[3] Ms. New York Public Library.

the caution and courage of his officers and crew, confident that there was no danger but from timidity or negligence. The next morning the third officer was sent to the Malay brig and instructed them not to come again on board the ship. The boarding nettings were set and other preparations made for defence. On November 28 Capt. Carlton was again obliged to go ashore to close up his business with the Rajah, previous to sailing. He was much averse to leaving the ship again, on account of the suspicious conduct of the Malays. As the brig lay to the southward, he felt there was little chance of the boat coming off. He took the pinnance, with Mr. Fenno, his clerk, and two hands, and went ashore. Returning at five o'clock in the afternoon he called on board the *Malcolm*, one of the English brigs, to take his leave. He had been there only a few minutes when he was alarmed by a boat from his ship coming along side, with seven of the crew, three of them dangerously wounded. Second officer Samuel Page Pierson, Stephen Holland and William Brown, the two former mortally. The men's wounds were immediately dressed. The Malay boat with 16 men had been to the *Putnam* with the pepper. They were received ungardedly, in spite of all of Capt. Carlton's caution.'

'The pepper was taken in and the hands were weighing it, when Mr. Pierson noticed that the Malays were secretly receiving creeses from their fellows in the boat. Mr. Pierson stepped to them and ordered them to return to the boat. This was the signal for them to begin their savage attack, in which Mr. Pierson fell mortally wounded. The first officer received a slight wound but escaped over the bow. Richard Hunt got into one of the fore channels, but a Malay cressed him and he fell into the water and was seen no more. The black cook, George Cowley, concealed himself below and was not seen after the action.'

'A black man, Henry Annuis, was killed as soon as the action started. Caesar Thompson, the steward, a mulatto, was struck but he seized a handspike and knocked the assailant and another down, but a third gave him a mortal wound. William Brown the carpenter, was left to maintain the contest alone, which he did, and was thereby able to save the ship.'

'He had a stout stick, three feet long, on the end of which the cook had fastened a coffee mill. This was an excellent weapon, and he did such deadly work with it that the Malays were glad to leave the deck.'

'Henry Pettit came down from the foretop, where he had been during the fight. Brown had driven all the Malays abaft the mizzenmast, and Pettit brought a hand spike and kept the pirates at bay until Brown could get a spear, with which he quickly drove all the Malays into the water. Twelve or thirteen Malays were in the fight, one was left dead on deck, four were carried off wounded, some mortally and seven or eight were driven overboard by Mr. Brown.'

'The Malays having been driven off the ship, Brown rallied his shipmates, calling them to the deck. They then took to the boat and abandonded the ship, seeing which the Malays returned and took possession of her, and fled with her. The *Malcolm* and the *Transfer* (English brigs) granted Captain Carlton's request to attempt to pursue the pirates, the latter with reluctance, but the Malays escaped with their prize.'

### *Profits vs. Privateers*

The most serious threat, and at times the greatest stimulant to the trade, then as now, proved to be war. War, through America's early years was universally chronic and shipmasters at sea seldom knew if their nation would be at peace until their return. In the late 1790's American vessels sailed with British in the East to avoid capture by French privateers. The menace was increased from 1800 on by the necessity of avoiding the British as well to keep crews safe from

impressment. Incidents such as one reported by the *Marine Intelligence* of New York on 25 September 1797 were frequent. 'The Brig *Aurora,* Captain Nichs. Vincent from the Bay of Honduras bound to New York is taken and carried into the Havanna by a French Privateer.' The day before Congress declared war on England, *Ming's New York Price Current* reported: 'The brig *Dolly,* Holden, of New Orleans, from Liverpool for Havanna has been burnt at sea by the French.' But privateers were not always so successful in their attacks. There is an account of the ship *Ann and Hope* in from Canton on 17 August 1800 with a valuable cargo of teas, silks and other India goods: '. . . She was a copper bottomed ship of five hundred and fifty tons, mounted twelve nine pounders, and carried fifty to sixty men. On her return voyage in lat. 30°, long. 61°, July 30, she was attacked by a French privateer of eighteen guns, which she fought for three quarters of an hour, when the privateer drew off. The rigging of the *Ann and Hope* was somewhat cut, but otherwise she was not materially injured. The voyage was a very profitable one, and the ship was at once fitted for the same destination.'[4]

For a while, before the United States became actually involved, war proved more profitable than disastrous. For example, as Pitkin observed, the Americans not only supplied their own country with the necessary article of tea, but shipped large quantities of it to the belligerent nations, and in the last years of the eighteenth century had become the principal carriers of the Dutch East India products. Even with America at war, for the first year the effect on commerce was negligible. Under the Marine Lists there are records of occasional vessels lost to foreign warships, but these were offset by captured prizes. Foreign insurance premiums ceased to be quoted, but goods were still entered at the custom house from most of the usual ports, even from Liverpool and London during 1812 and as late as April 1813. After that, coastal ports were mentioned more, foreign ones less, though a few vessels managed to slip in from the West Indies and even an occasional one from France. During the last two years of the war, however, traffic with the East fell off rapidly and was in fact almost abandoned. It was reported that an average of only six American vessels arrived in Canton annually during the war. To some ports this was a death blow, as it was for example to Salem, whose vessels numbering 182 in 1807 were reduced to 57 by 1815.[5]

[4] George C. Mason: *Reminiscences of Newport.* (1884), p. 152.

### *Indians*

Another source of jeopardy to life, limb and the pursuit of trade was the Northwest Coast Indians. These coastal aborigines regarded the white man's approach from the sea with same sullen suspicion that had marked their meetings across the continent. The occasional sharp practice of which the Indian was regularly the victim certainly contributed nothing toward allaying his apprehension. Retaliation, prerequisite to further negotiation, was apt to be crude, prompt and frequently fatal to both whites and Indians. Natives did not bother to distinguish between those who had offended and any other white men. No ship's boat ashore was ever completely safe from ambushment.[6] Of the many attacks recorded one of the most famous was that on the *Tonquin.* Stephen Reynolds mentions it in his journal thus: '31 August 1811 . . . the ship which we were told was *Blanchard* at New Etta proved to be the *Tonquin,* Captain Thorn. A large number of Indians came on board; he desired them to go away; they would

[5] William Dinsmore Chappele: "Salem and the War of 1812," Essex Institute *Historical Collections,* Vol. 60, p. 49 ff.

[6] F. W. Howay, "Indian Attacks on Maritime Traders of the Northwest Coast, 1785-1805," *Canadian Historical Review,* VI (1925).

not; he used some authority to get them off, when they attacked him; finding it in vain to regain his ship, the captain with one other ran and set fire to the magazine, which blew her stern out and she went down stern first. About one hundred Indians were killed, blown up, and sunk. One of the boats was on shore with six men, who finding they had no refuge from the Indians set out for Columbia River it is supposed, but going ashore at Classett were shot by the natives.'[7]

The ship *Hamilton*, on the Coast at the same time met with a typical bloody reception when they sent ashore for water on '21 May 1811: Mr. Fox ower thurd officer & Charles Porter & James Potter & Joseph Lawrence & one sandwich islander unfortunately went on shore after warter thinking No danger but just as they Got the warter filled they received A volley of Musquit balls From sum Natives Consealed in the woods. Which did unfortunately kill the islander ded on the spot & shot Mr. Fox through the boddy & broke his left arm & he fell in the bote & the others got off with her safe with the assistance of the ship's cannon & the pinness that we sent to there assistance when wee found there A canoe after them & Charles Porter Received 2 balls through the Rim of his hat & Joseph Lawence one slightly in his leg & Mr. Fox Departed this life at 3 P.M.'[8]

The meticulous and much more literate Captain Samuel Hill wrote for publication in the *Columbian Centinel* for 8 July 1812 of the attack by Indians on his brig *Otter*, 'On the 11th of April, 1811, I arrived and anchored near the western arm of Lynn Canal in lat. 50° 9′ N., long. 135° 22′ W.—On the 12th many of the principal chiefs of Chilcadht with their people visited us.—they brought some furs for which they demanded a very high price. According to my constant custom with these people I did not urge the trade, not doubting they would accept of more reasonable terms in the course of the day.'

'Towards noon their numbers had gradually increased to about fifty men, besides some slaves and boys in the canoes along side. The general behavior of these people gave me no reason to suspect any ill intentions on their part, and I had visited and traded with them in the preceding autumn on the most amicable terms.'

'About noon a dog was observed swimming along side and making the most dismal howlings imaginable, the poor animal had a large wound in his side, and as he attempted to get into the canoes the Indians beat him off. I desired Mr. Hughes to have the stern boat lowered to take him up; the boatswain and three men came aft to lower the boat; at that instant the Indians seemed to make a general move to go father aft. I suspected some michief, but on looking forward I observed our forecastle guard at their stations, and as I had no idea of the Indians having any arms on board I considered our situation as secure. I spoke to some of the Indians near me and desired them not to go aft, when two of them instantly seized hold of me and pressed me backward on the base of the after gun.'

'I perceived an attack was their object, and not wishing to give a general alarm I called for assistance in a moderate tone of voice and was immediately relieved by Mr. Thompson, Carpenter of the *Otter*, who struck one of the Indians that held me and both of them let go immediately. On looking around I observed their daggers in motion on all sides, and some who stood abaft me brandished them in a menacing attitude. Mr. Hughes, Mr. Pierce, and the boatswain, with two seamen, were several paces abaft me; they had lowered the boat half way down and belayed the falls, two men were in the boat; my object was to gain a moment's time for these men to get forward before

[7] F. W. Howay, ed. *The Voyage of the* New Hazard . . . *by Stephen Reynolds* (Salem: Peabody Museum, 1938), p. 42.

[8] Ms. Log in Essex Institute.

I should order our fire from the forecastle, otherwise they would have been exposed to certain destruction.'

'I asked the Indians why they drew their daggers and with whom they were going to fight? I told them I wished not to fight but to trade. As I spoke to them I had stepped in a sidelong direction across the deck towards the larboard side, but the Indians perceiving my intention, determined on sure work, and brought down the boatswain by plunging a dagger in his head. I then sprang toward the main deck and ordered those aft to jump forward; at the same time directed the forecastle guard to fire and rake the quarter deck; the fire took place instantly and did great execution on the quarter deck.'

'I then ordered my men to advance upon them with their pikes, with the carpenter at their head; they advanced upon them on a full run; the Indians gave way in every direction, many of them who were wounded severely jumped overboard, while others faced our men and contended until they had received two or three thrusts with our pikes. In five minutes after our operations commenced the decks were cleared, and in fifteen minutes the Indians were cleared from alongside, and I believe but one escaped on shore alive, of all those on board at the beginning of the affair, and he had two balls in his body. He has since recovered.'

'Our loss was Mr. Robert Kemp, 2d mate, and Mr. John Smith, boatswain—both killed in the beginning of the attack. Wounded: Mr. William Hughes 1st mate, Mr. Joseph Pierce, Jr., three seamen, and the cabin boy. Of the Indians twenty-five were killed, as ascertained by me; but their own account states their loss at 50 men, among whom they reckon thirteen principal chiefs. I have no doubt their account is tolerably correct, as I observed many who threw themselves overboard in finding themselves severely wounded. Before our decks were cleared of dead Indians and our wounded men dressed, a party of Indians had collected on shore, and commenced a brisk and continued fire of musketry on us; they were dispersed by a few cannon shot.'

Much credit is due to my men for their particular attention to, and prompt execution of my orders on this occasion—to their good conduct under Divine Providence I owe the preservation of my vessel, as I was deprived of every assistance of my officers from the very beginning of the affair. . . .'

*Contributed by J. W. Snyder, Jr.*

# *Queries and Answers*

39. STEAMBOAT ENGINES. The old 'steeple' engine consisted of a vertical (*not* inverted) cylinder with the shaft close above it. This means that the crosshead and connecting rod had to be above the shaft. Thus the crosshead guides stuck up high like a 'steeple'. The main trick was the problem of getting the piston rods from the cylinder to the crosshead without colliding with the connecting rod and crank. One (unbalanced) way was to have the cylinder not exactly under the shaft, thus making it possible for the piston rod (or two rods) to reach up to one side of the shaft. When laid on the side, an engine such as this became the later 'return connecting rod engine.'

To keep the up and down strokes balanced, the shaft was directly above the cylinder. The best means of transmitting the power from piston to crosshead was to use *four* piston rods straddling the shaft, connecting rod and crank. Also it could be done with two rods, or with one rod split open in the middle into a kite-shaped loop. Of course, in all the examples, the connecting rod reached down from the crosshead to the crank and the shaft.

H. ALLEN GOSNELL

60. STEAMER MARMORA. Can any of your readers give me information concerning the *Marmora*? She arrived in the Mersey early in October 1845, after a passage of twenty-three days from New York. Contemporary newspapers describe her as a new modern screw steamer of 480 tons, built at Bath, U.S.A., and her dimensions as 145 feet length, 24.6 feet breadth, 10.6 feet depth. She was fitted with two engines of 75 horse-power each by the Phoenix Foundry, New York, which propelled two screws 'one on each side of the rudder.'

On 29 October 1845, according to the Liverpool Customs Bill of Entry, she cleared for Constantinople and Smyrna and is shown as being on the American registry, 323 tons net, carrying a crew of twenty men, with W. R. Page as master. She was cleared outwards at Liverpool by A. Mongredien, who pioneered the first line of screw steamers, i.e. from the Mersey to Constantinople, etc., and was thus the fore-runner of the early Bibby and Moss Lines.

ARTHUR C. WARDLE

61. NEW YORK PILOT BOAT. In *Gore's Liverpool Advertizer* of October 1835 appeared the following account of the arrival of a New York pilot boat at Liverpool:—

EXTRAORDINARY PURSUIT OF A SUPPOSED DELINQUENT.—The *John D'Aymer*, New York, pilot boat, arrived at this port on Saturday. She was despatched from New York on the 3d ult. in pursuit of the packetship *Caledonia*, on board of which was a gentleman named Bowen, of the firm of Bowen and Addoms, importers, against whom the United States Marshall, who came in the *John D'Aymer*, had a warrant for an offence committed against the American revenue laws. It appears from the *New York American* of the 2d ult. that the charge against Mr. Bowen was that of having passed an entry inwards for a case sworn by him to contain merino cloth, but which was subsequently discovered to contain Manchester cotton prints. Mr. M. Swartout, the Deputy Collector of Customs, made the necessary affidavit, setting forth the facts, and charging Mr. Bowen with perjury, upon which a warrant for his arrest was immediately granted. When the United States Marshall came to execute the process, he discovered that Mr. Bowen had taken passage in the packet which had sailed for Liverpool at eleven o'clock. The Collector, being apprised of the circumstances, ordered the

revenue cutter to set sail in pursuit of the fugitive, but, as the packet had two hours start, and sailed with a full breeze, the cutter failed to overtake her. A new warrant was then made out, authorizing the taking of Mr. Bowen's person on the high seas, and the Marshall, possessed of this document, embarked seventeen men on board the *John D'Aymer,* and set sail in chase of the packet. The vessel having arrived in the Irish Channel, the Marshall became doubtful as to whether his authority extended so far. However, he deemed it most prudent to proceed to Liverpool, as he had come thus far. He entered the river at the same time as the *Roscoe,* the packet of the 8th, which sailed five days after the *John D'Aymer.*

There is no further mention of this incident in the Liverpool newspapers, although the packet-ship *Caledonia* arrived in the Mersey a few days later, and presumably the delinquent was landed at Liverpool. In the sailing notices of that year the *Caledonia,* 647 tons, H. Graham, master, is shown as sailing under the Old Line schedule, and the *Roscoe* is described as of 600 tons, Delano, master, and was one of 'The Line of Packets for New York', for which Crary, Fletcher and Co. were agents.

It would be interesting to know if the pilot-boat *John D'Aymer* made her way back to New York and how the Marshal fared after his long chase across the North Atlantic.

ARTHUR C. WARDLE

62. ANCHOR HOY. Can any reader aid me in locating the plans of an Anchor Hoy built between the years 1800 and 1840? I am particularly interested in the special construction and rigging necessary for handling the anchors.

W. B. YARNALL

63. 'COUNTRY GALLEY'. In the *Genealogy and History of the Hatch Family, Descendants of Thomas and Grace Hatch of Dorchester, Yarmouth and Barnstable, Massachusetts,* p. 74, it is stated that Jethro Hatch of Falmouth, Massachusetts, afterwards of Bowdoinham, Maine, was 'a Mariner on board the first Man-of-War used by the colonies called the "Country Galley".' Can any reader furnish information concerning this vessel?

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# *News*

### The Mariners' Museum

*Newport News, Virginia.* A notable addition to the collection of shipmodels built for the Museum by its own model making staff is a 1/4" scale model of the U.S.S. *Michigan.* This was completed on the occasion of the 100th anniversary of the commissioning of this historic vessel, the first iron hull warship of the United States Navy. Unfortunately the model was not finished in time to be reproduced as an illustration for Mr. Herbert R. Spencer's recent article on the history of the *Michigan.* [Neptune, IV (1944), 183-192].

The Annual Report of the Museum (unpublished) records a satisfactory year's activities with worthwhile additions to the exhibits and library by both purchase and donation. The acquisition of the print collection assembled by the late Dr. Octavius R. Howe, co-author of *American Clipper Ships, 1833-1858,* was announced.

### Washington Ship Model Society

*Washington, D. C.* The fourteenth annual exhibition of the Society was held at the American Automobile Association's showrooms, 17th and Pennsylvania Avenue, from 1 January to 15 February 1945. The judges were Lieutenant Clinton F. DeWitt, U.S.N.R. and Lieutenant Alexander C. Brown, U.S.N.R. At the annual dinner, held on 21 February, the following awards were made: Founder's Cup to Mr. Kenneth A. Foote for his model of a British lifesaving boat; honorable mention to Mr. J. Stanley Williams for his model of the Long Island Sound steamboat *Commonwealth* of 1854. Marine Model Cup for models built from kits to Mr. James W. Harbin, Jr., for his model of a French destroyer; honorable mention to Lieutenant Commander Reginald H. Mitchell, U.S.N.R., for his model of a C-2 class Maritime Commission steamship. Carleton Cup for United States naval vessels to Mr. Joseph T. Drummond for his model of U.S.S. *Houston*; honorable mention to Mr. William E. Lee for his model of U.S.C.G. Cutter *Atalanta.* Midshipman's Trophy to Mr. Albert C. Wagner for his model of an early Dutch sailing barge; honorable mention to Mr. Harold J. Cook for his model of the Mississippi River steamboat *Buckeye State.* Lieutenant Commander Mitchell received first prize in the Captain's Award for 'nautical exhibits' for a sea chest and a pipe rack.

Copies of the 1945 *Log of the Washington Ship Model Society* were distributed to members at the dinner. This 24-page mimeographed booklet contains excerpts from the By-Laws of the Society, roster of members, and highlights in the history of the organization from its inception in 1929 to the present.

### Notes on Contributors to The American Neptune

Dr. Harold Bowditch of Brookline, Massachusetts—a descendant of Nathaniel Bowditch—is Master of the Salem Marine Society.

William D. Hoyt, Jr., is Assistant Director of the Maryland Historial Society, Baltimore, Maryland.

Cedric Ridgely-Nevitt, naval architect, is a graduate of the Webb Institute, from the collections of which he has derived the material concerning Henry Eckford's light-vessels.

Lieutenant Commander John Haskell Kemble, U.S.N.R., is on duty at Headquarters, Commander in Chief U. S. Pacific Fleet and Pacific Ocean Areas.

Lieutenant John Lyman, U.S.N.R., is on duty at Naval Proving Ground, Dahlgren, Virginia.

Captain P. A. McDonald is a retired shipmaster, now living in Seattle, Washington.

# *Book Reviews*

JOANNA CARVER COLCORD, *Sea Language Comes Ashore* (New York: Cornell Maritime Press, 1944). 5″ x 8″, cloth. ix+213 pages, illustrated, $2.25.

This admirable little book by a member of a famous seafaring family, performs even better than the title promises. It not only lists alphabetically the sea terms that have been transferred to shore language, but incorporates considerable maritime lore which Joanna and Lincoln Colcord have been gathering ever since they were born at sea. As a nautical glossary, it sets down a number of words and phrases that have seldom if ever been seen in print. Years ago a Maine coast fisherman on being asked his opinion of sailing prospects during a spell of foul weather said 'It'll clear tomorrow, there's a sundown glen.' For years I wondered what he meant. Here it is—a glimmer of light on the horizon at sunset in thick weather, preliminary to clearing.

Many nautical phrases are currently used by landsmen without knowing their meaning. Here we find that the 'graveyard' was originally the 'grave-eye' watch; that the 'cat' you haven't room to swing is the one with nine tails; that 'hell to pay' is the hell seam between deck and waterways, which is hell to pay with tar.

Miss Colcord indicates how nautical words actually were pronounced at sea—'shiv' for sheeve, 'kyar' for coir, etc. She has a nice ear for such things, and a good memory. Particularly useful is her phonetic boxing the compass, on pp. 143-144. This should be memorized by everyone who undertakes to write or talk about the sea. I well remember being keel-hauled by Miss Colcord's brother Linc for saying 'Nor'-Nor'-East' instead of 'Nor'-Nuth'-East.' But 'Nor'-Nor'-West' is correct. The 'th' in South, it appears, was often pronounced soft, as in the verb 'to mouth,' by old-time shellbacks. Miss Colcord includes a few sailors' pronunciations of place names, such as 'Cally-o' for Callao, 'Rammerees' for Diego Ramirez and 'Stasia' for St. Eustatius. I hope she will add many more in the next volume, such as 'Bristow' for Bristol, 'Sinkapore' for Singapore, 'Porchmouth' for Portsmouth, 'Placench' for Placentia, and 'Wirewheels' for Guayaquil. What pray, was the Saccarap of the Salt Horse ditty? Scarborough, Maine? Again, Miss Colcord points out that the same word may be pronounced in different ways. Thus the hold of a ship is pronounced 'hole'; the verb, 'hold' just as it is spelled; but the noun, where it means a grasp, is always 'holt'. Sea language had been coming ashore for many centuries. The oldest example here given is the word 'govern' with its derivatives, from the Latin *gobernare* to steer a ship. The English language was probably more impregnated with salt in the Elizabethan age than at any other. Every writer of that era, from Shakespeare down, used nautical terms in all their freshness and vigor, knowing that he would be understood. Miss Colcord suggests a doctoral dissertation on Shakespeare's use of sea terms. God forbid! Captain Whall wrote a little book on the subject, published in Glasgow some forty years ago; and Furness's notes in the Variorum edition are excellent. Captain Whall (if I recall rightly) argues that Shakespeare had never been

to sea himself because he occasionally made a blunder. For instance in the first scene of *The Tempest*, the boatswain gives conflicting orders: 'Lay her ahold, ahold, set her two courses, off to sea again.' But perhaps Shakespeare did this intentionally, to convey a sense of confusion to his audience, which would certainly have included a considerable number of mariners eager to detect a 'boner.'

Many nautical words and phrases were brought on board (not 'aboard' as Miss Colcord tells us) from the shore, where eventually they were forgotten, but after long sea usage they came ashore again. A good instance is 'mess'. Derived from the Latin *mittere* in the fourteenth century, this was a word for serving food. Very early it acquired a secondary and specialized meaning, that of a group of four people at a banquet, or in college commons; this being a convenient unit for dividing up a hunk of beef or a meat pie. One finds 'messes' in the early records of Harvard College, but the word disappears in the eighteenth century. In the meantime 'mess' has gone to sea, where it was used for any number of men eating together. Finally it came ashore again for army and other messes.

There are a few other words and phrases as to the meaning or history of which I beg to differ from Miss Colcord, and so throw them out as bait for letters from other readers of the NEPTUNE.

*Bilboes*. I believe this word comes from Bilbao, which centuries ago was the principal iron and steel city of the old world. A bilbo (plural bilboes) was originally a long iron bar fitted with leg irons for one or more culprits, secured at one end to a staple in the deck or floor, not necessarily on board ship. Bilboes were used in English prisons in Elizabethan times, but proved to be especially adapted for maritime use.

*Booby*. The original meaning of this is a clown or fool. Why the booby-hatch on board ship was so called seems a mystery. Perhaps because greenhorns tried to remove it rather than slide it. In my boyhood a covered sleigh was called a 'booby-hut' or 'booby-hutch' in New England because (so I understood) of its resemblance to the small huts in which village idiots were confined before the era of asylums. Would not the slang phrase 'booby-hatch' for an insane asylum be so derived, rather than from the sliding hatch on a poop deck?

*Rummage*. This interesting word is nautical in origin as Miss Colcord states, but originally it meant to arrange or reshift rather than to stow a cargo. Its probable derivation is from the Portuguese word *arrumar*, meaning to set in order, fix up. When Englished as 'rummage' in the sixteenth century, it meant (1) to restow wine casks or butts after some of the original cargo had been broached, or (2) to remove all the sand and stone ballast in order to scrape and clean the hold of accumulated filth. Both usages are found in Hakluyt's *Voyages*. Sir Richard Grenville was rummaging the *Revenge* at Floves in the Azores when the Spanish fleet was sighted. Now, as a by-product of either kind of rummaging was heaving overboard useless junk, old dunnage and the like, the noun 'rummage' came to mean useless rubbish. Hence the rummaging of your attic, and the rummage sale.

This is not the only English nautical word that comes from the Portuguese. Others are 'amain,' from *amainar* [lower], which Shakespeare's boatswain used 'as an order to strike sail;' 'scant' (from *escantar*) for a wind that lies close to your course, a word often misunderstood as meaning light or weak; and the verb to 'scandalize' (*escandalizar*) a sail by brailing it up.

*Sheet.* This word never meant a sail. In the form 'sceat' it was Old or Middle English for the clew of a sail, the line attached to which was called the 'sceatline' or 'sheetline' (cf. buntline, leachline). In this case the 'line' was soon dropped from the word, and as early as the fourteenth century we find 'sceats' or 'sheets' in lists of vessels' rigging.

*Skoff'm*, meaning food, is attributed by Miss Colcord to the Swedish *skaffning*. Is it not rather a variation of the old English word 'scoff' meaning to gobble? There is also a figurative use of this verb at sea which Miss Colcord does not mention. The sun scoffs up a mist or fog, the full moon scoffs up foul weather. There is an instance in Lubbock's *Bully Hayes*; and another is illustrated by a story told me by Enos Verge, sailing master of the *Mary Otis*.

Lem Jones, the laziest man in Muscongu Sound, owned a small schooner in which he traded between Maine and Nova Scotia ports, sailing as skipper but leaving most of the work to Lije Wood, his crew. One night of a late-rising moon when Lem was below as usual, Lije at the wheel observed a black cloud to windward and sings out, 'Come on deck, Cap'n, and help me take in sail—there's a squall making up.' Lazy Lem answers: 'To hell with the squall, the moon will scoff it up,' turns over and goes to sleep. This made Lije mad, so when in due time the squall did strike, he said ne'er a word but socked it to her, and the old schooner's mainsail blew clean out of the bolt ropes. Around break of day Lem, who had slept through it all, comes on deck rubbing his eyes, and suddenly notes something missing. 'Where in hell's the mainsail?' says he. 'Oh, that!' says Lije, 'The moon scoffed it up!'

*Pilot.* Possibly this word did mean a helmsman before 1500, but in the Elizabethan era, following Spanish and Portuguese usage, the pilot of a deepwater ship was the navigator. So in the King James version of the Bible.

*Sailor*, says Miss Colcord, has become restricted in meaning to foremast hand in the American merchant marine, and to enlisted men in the United States Navy. In England, however, it is no disparagement but rather a compliment to call an officer a sailor. The common usage there is illustrated by a recent story. During the last election before this war, a certain lady member of parliament was making pacifist speeches and voting against naval appropriations. As she was a person of some influence the Admiralty selected one of the younger and more personable Rear Admirals to try and convert her. He found the lady M.P. about to set forth on an electioneering tour, doorbell-ringing in the seaport town that she represented in the House of Commons. She invited the Admiral to come along and talk to her in the car. They called at a rather poor lodging house on the waterfront, where the lady thought she had won a vote, but wanted to make sure. The Admiral gallantly alighted first and rang the bell, which brought to the door a shy little girl with a dirty face. 'Is your mother in?' said the lady. 'No, ma'am'. 'Well, didn't she leave a message for me?' The little girl looked from one to the other and then said: 'Ma sez if a lady come with a sailor when she's out, give 'em the back room and charge 'em half a crown!' Similarly, in England and other countries, the adjective *naval* is not confined to warships. What we call the merchant marine, the British call the merchant navy. The French and other Latin countries use *marine* or *marina* in the same way; *marine marchande* and *marine de guerre*.

*Moor.* You do not have to anchor a ship bow and stern to moor her. She may be moored by an anchor from each bow, or by two anchors on a Y-shaped cable.

*Actium* (p. 152) is far from Anzio, on the coast of Greece over against the Ionian isles.

*Argosy* meant originally type of large cargo ship built in Ragusa, not a fleet.

*Hell or Halifax.* The full phrase is *Hell, Hull or Halifax,* and not nautical in origin. I seem to remember that in the eighteenth century these two Yorkshire towns were tough with vagabonds and sturdy beggars, hence were coupled with hell as places to be avoided.

Enough of suggestions and corrections. This little book has other fine features not yet mentioned. It should be consulted by all who write of the sea to learn the correct use of nautical words and phrases; e. g., the nice distinction between 'put into' and 'call at;' the proper use of 'boat,' the precise meanings of 'trip,' 'passage,' and 'voyage;' the usage of prepositions 'in' and 'on' a ship, 'aboard' and 'on board;' the difference between 'weather' (as a direction) and 'windward.' It should be consulted for the proper forms of address to officers and men in the merchant marine. And finally Miss Colcord has incorporated many of the best nautical verses and stories, such as the New Bedford classic 'Thar she Blows!'; the Nantucket one on Marm Hackett's garden; the unfortunate Barnabu who fell overboard with a stutterer at the wheel; the Philadelphia Catechism; The Rules of the Road mnemonic; and, best of all, Walter Mitchell's *Tacking Ship Off Shore.* These sailorly verses, read on board a modern Boeing Clipper winging westward at over 100 knots, with the sea a mile below looking like a wrinkled blue bowl, bring a flood of memory to the brain; aye, and a tear of regret to the eye over the passing of that supremely beautiful creation of man, the square-rigged sailing ship.

S. E. MORISON,
*Commander, U.S.N.R.*

JERRY MACMULLEN, *Paddle wheel days in California* (Stanford University: Stanford University Press, 1944). 7″ x 10¼″, cloth. xiv + 157 pages, illustrated. $3.00.

This is a book on the paddle wheel steamers which operated on the rivers and bays of California. In it Mr. MacMullen has set out to tell the story of the rise and decline of these steamers in entertaining and informal fashion. He disclaims any intention of writing a serious history, but instead has attempted to catch the flavor of California steamboating, and to set down some of the yarns of the rivermen of the west.

*Paddle wheel days in California* spans the years 1847 to 1941. Although the steam launch *Sitka* failed to establish herself on San Francisco Bay and the Sacramento River in 1847, the discovery of gold at Sutter's Mill the next year brought not only miners but steamers to California, for the Sacramento and San Joaquin Rivers formed highways from San Francisco to the mining country. Many steamers came around Cape Horn from the Atlantic coast, and by the end of 1850 there were 28 on the Sacramento and Feather Rivers alone. There was cut-throat competition in the early years, but in 1854 the California Steam Navigation Co. established a near-monopoly on the river, and traffic moved more sedately thereafter. In the 1860's such magnificent San Francisco-built side wheelers as *Chrysopolis* and *Yosemite* came to the rivers to be supplanted in the next decade by stern wheelers which were

to be the dominant type on the Sacramento and San Joaquin thereafter. In addition to a rather meandering narrative of these developments, Mr. MacMullen describes navigation on the upper Sacramento and San Joaquin as well as their principal tributaries, and devotes a chapter to steamboating on the Colorado River. There are sections on racing and and boiler explosions, the construction, engines, and interiors of the steamers, passenger and cargo business, fires and navigation of the rivers. The final chapter outlines the story of the ferries on San Francisco Bay, and mentions those on Humboldt and San Diego Bays, and Los Angeles Harbor.

In a series of appendices there are lists of California river steamers and bay ferries, a list of builders of California steamboats, and a table of river distances.

The book is illustrated with a well chosen set of photographs of river steamers and bay ferries. In addition the spirited and accurate drawings of the author, which serve as frontispiece and chapter headings, add to the interest and attractiveness of the book. A map of the river system of California would have been a helpful addition.

Mr. MacMullen has succeeded admirably in telling an interesting and often amusing tale, and at the same time has put down a great deal of sound maritime history. In civilian life he was marine editor of the San Diego *Union*, and more recently, during a tour of duty in San Francisco as a Lieutenant Commander, U.S.N.R., he was able at odd times to do considerable research in the libraries of the area. The book is not only based on wide reading in secondary materials and much digging in contemporary newspapers and official records, but also on the personal acquaintance of the author with river and bay steamboatmen. This is not a fully documented history of side wheel steamers in California, but Mr. MacMullen did not intend it to be such. There are minor inaccuracies, and there are gaps which will annoy the reader who tries to piece together a connected account from the sometimes unsystematic arrangement. The book contains no bibliography, and little definite clue as to the sources from which its material was drawn. Coastwise steamers, although many of them were paddlers, receive no consideration. The full dress history of California paddle steamers remains to be written, but Mr. MacMullen has written a splendid introduction to one of the most colorful chapters in the history of American steamboating.

HENRY VILLARD, *The early history of transportation in Oregon* (Eugene: University of Oregon Press, 1944). 6¾″ x 10″, cloth and paper. vi + 99 pages. Cloth $2.00, paper $1.00.

Henry Villard was one of the great figures in the development of rail and water transportation in the Pacific Northwest. His active participation in the field extended over 20 years from 1873 to 1893, and for some seven years of that time, between 1876 and 1883, he dominated it. In the last months of his life, during 1899 and 1900, Villard set out to write the story of the building of railroads in Oregon, and particularly of his part in this development. His account was first published in the Portland *Oregonian* in 1926, and it now makes its initial appearance in book form.

Early railroading in Oregon was closely linked with the river and coastwise

steamers, and therefore this book contains extensive material on water transportation. It covers the years 1866-1883, from the inception of railroad building in the Willamette Valley until the completion of the Northern Pacific.

Villard was more a financier and organizer than a practical railroader or steamship man, and the emphasis of his account is on financial manipulation and corporate structure. It contains good materials on Ben Holladay's North Pacific Transportation Co., the Oregon Steam Navigation Co., the Oregon Steamship Co., and the Pacific Coast Steamship Co., as well as the Oregon Railway and Navigation Co., and the river lines, and these will be of great interest to the maritime historian. Although Villard was evidently careful to consult the texts of documents, and quotes a number of them at length, his own views and interpretations color the account throughout. Its importance (and it is an important source) is primarily as a memoir of one of the active participants in railroad and steamship operation in the Pacific Northwest. It is not a well-rounded or definitive history, but it contains valuable materials for such a history.

While Villard's style is not lively, the account is lucidly written. This edition contains brief introductory and concluding notes by Oswald Garrison Villard. These are useful in placing the narrative in its proper setting, and in furnishing some information not contained in the text.

*Inland Seas: Quarterly Bulletin of the Great Lakes Historical Society* (Cleveland, Ohio: Great Lakes Historical Society, Inc., care of the Cleveland Public Library, 1945), Volume I, number 1. 7" x 10", paper. 48 pages, 10 illustrations. $1.25.

It is a pleasure to welcome in these pages the appearance of the first issue of a new maritime quarterly, published by the Great Lakes Historical Society. Indeed it would be churlish not to do so when the new publication bears such a flattering family resemblance in size, typography and organization, as well as in subject matter, to the THE AMERICAN NEPTUNE.

The Great Lake Historical Society, organized a year ago at Cleveland by a group of ship captains, newspaper men, yachtsmen, librarians and lake enthusiasts, is intended to supplement (rather than compete with or supersede) existing societies and museums in the Great Lakes region. In addition to publishing *Inland Seas*, it proposes to list historical sources in local libraries and museums, furnish information concerning the Lakes, bring together persons, societies and organizations interested in the Lakes, and serve as a channel for the expression of this common interest. The Cleveland Public Library sponsors the new Society, and is represented on the editorial board of *Inland Seas*. Membership is open to all interested persons, and it is hoped that the appearance of this first number of the bulletin has already considerably increased the list. An article entitled 'Among the Collectors', describing the activities of several enthusiastic collectors of pictures of lake shipping, indicates that the Society already has among its charter members a group of highly useful potential contributors of articles and illustrations upon maritime subjects.

In this first issue of *Inland Seas* Professor Fred Landon describes briefly the ships of the Canadian Pacific Railway's Great Lakes fleet during the past sixty years, while Mr. Dana T. Bowen contributes a chapter from a forthcoming book on the *India*,

*China* and *Japan* 'triplets' (built in 1871) that ran from Buffalo to Duluth. Current activity is represented by an account of the raising and salvage of the wrecked freighter *George M. Humphrey* in the late summer of 1944 by Captain John Roen of Sturgeon Bay, Wisconsin.

Captain R. W. England's note 'Save the *Wolverine!*' is one that will appeal to many readers of Herbert R. Spencer's article 'The Iron Steamer' in the July 1944 NEPTUNE. It is hoped that the new Society will, like the Steamship Historical Society, make every effort to assist Mr. Spencer in his admirable efforts to insure a decent and honorable future for this historic ship. Other notes, questions and book reviews follow a pattern that is already familiar to NEPTUNE readers.

The Editors of the NEPTUNE wish all success to *Inland Seas,* and trust that future issues will bring forth new and valuable information concerning the maritime history of the Great Lakes.

## CORRECTION

The price of *Old Family Portraits,* Publication No. 4 of The Brick Store Museum, Kennebunk, Maine, which was incorrectly given as 50 cents in the NEPTUNE review (V, 94) in the January 1945 issue, is $1.00.